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AUGUST 24, 1927

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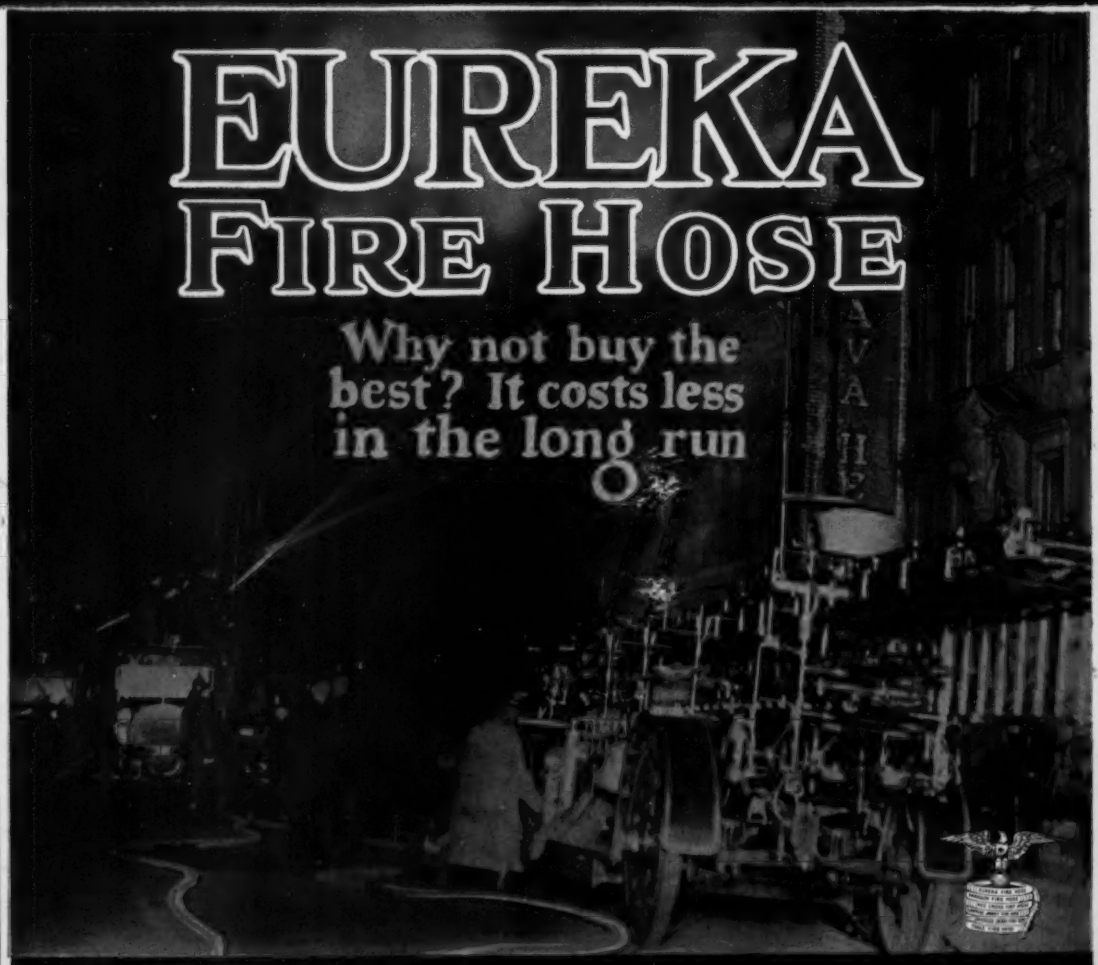

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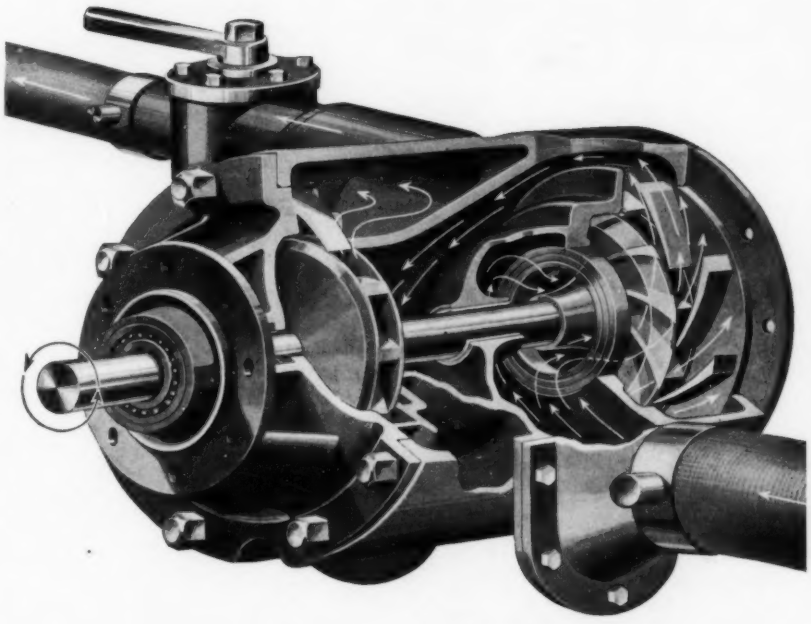

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The Journal of the Fire Protection Profession Since 1877

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Give Him Credit!

WE'LL have to give credit on our books to P. A. Milverton, and also give him credit for knowing what he is doing!

¶ This gentleman, who is Deputy Superintendent of the Fire Brigade at Palmerton North, in far away New Zealand, recently sent us a draft for ten pounds, ($50.00) in payment for a subscription to FIRE ENGINEERING, for several back issues he wanted for permanent record, and for copies of three of the books we publish, "Simplified Fire Department Hydraulics," "Questions and Answers for Battalion and Deputy Chiefs," and "The New York Fire College Course."

¶ "The balance of the amount," Milverton writes "you can place to my credit."

¶ Here is a man (and we don't have to go to New Zealand and Australia to find them, though our friends are scattered all over the world) who appreciates the value of "keeping up with the game," and who isn't afraid to pay hard cash to get what he is after—the information, the tools, that will help most in the mastery of his chosen line of work. More power to the likes of him!

The Publishers

CONTENTS

AUGUST 24, 1927

VOL. LXXX No. 17

Three Thousand New Members for I.A.F.C. (Portraits-Illustrated) 891
Running Report of the 55th Annual Convention of the I.A.F.C., at Portland, Ore.

Water Supply Overlooked At Fire (Illustrated) 893
Failure to Utilize Contents of 30,000 Gallon Tank Largely Responsible for Spread of Fire.

With the Editor 897
Comments on Current Events and Live Topics by Our Editorial Staff.

Questions and Answers 899
Replies to Questions on All Manner of Subjects of Fire Fighting and Fire Protection.

Recent Important Fires Specially Reported (Illustrated) 904
Big Furniture Blaze in Philadelphia, Pa.—Burnings of Two Weeks.

Pacific Coast Chiefs Have Successful Convention (Illustrated) 906
Account of the 34th Annual Convention at Portland Ore., Just Preceding the International Fire Chiefs' Meeting.

Fire Department Activities 910
Newsy Notes from All Over the Country with Matters Firemanic.

Fire Department Improvements 913
Record of Business Activities in the Fire Protection Field.

False Alarms 914
The Humorous Side of the Fire Protection Profession.

Contents of this issue copyrighted, 1927, by Case-Shepperd-Mann Publishing Corp., 225 W. 34th St., New York City
Entered as second class matter at the Post Office, Albany, N. Y., January 29, 1926, under the Act of March 3, 1879.

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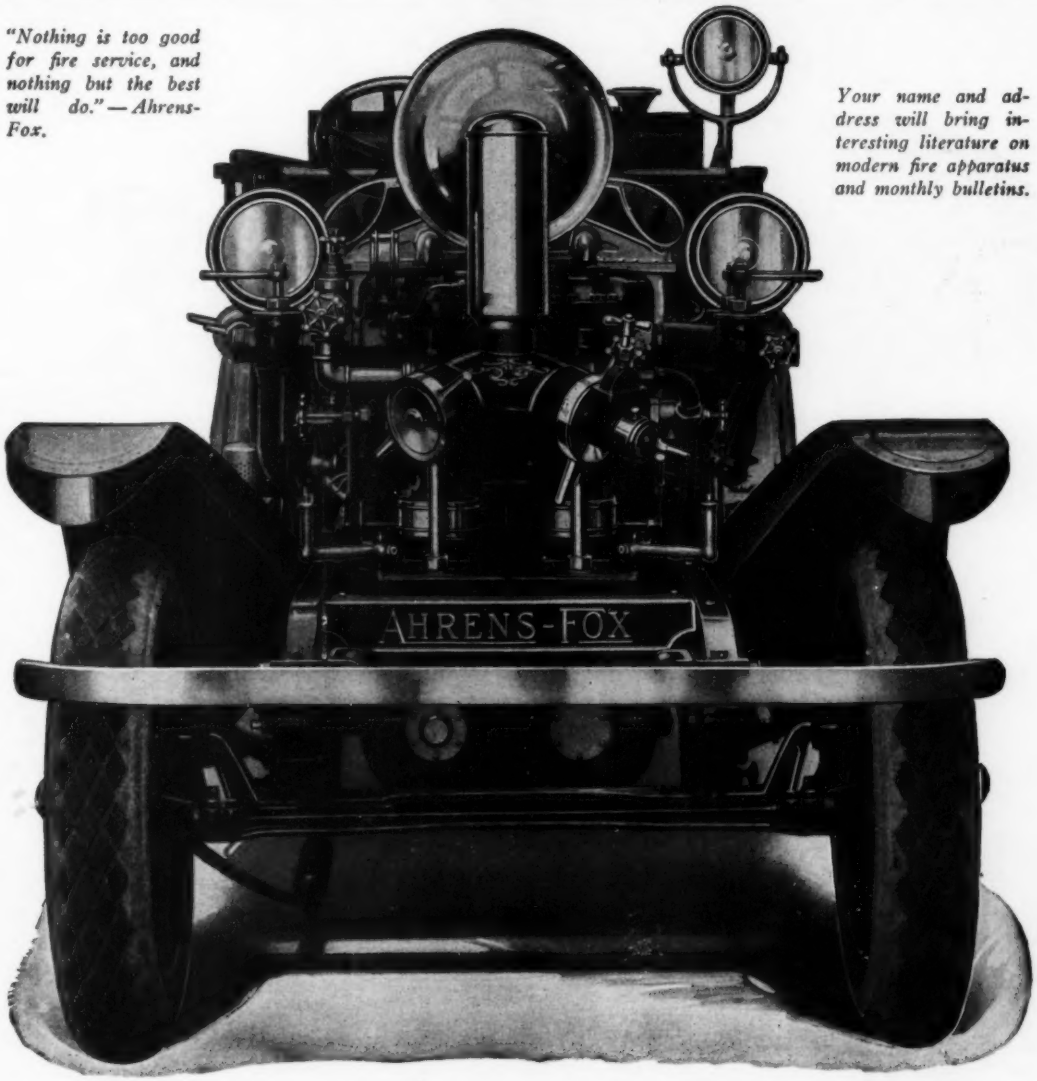

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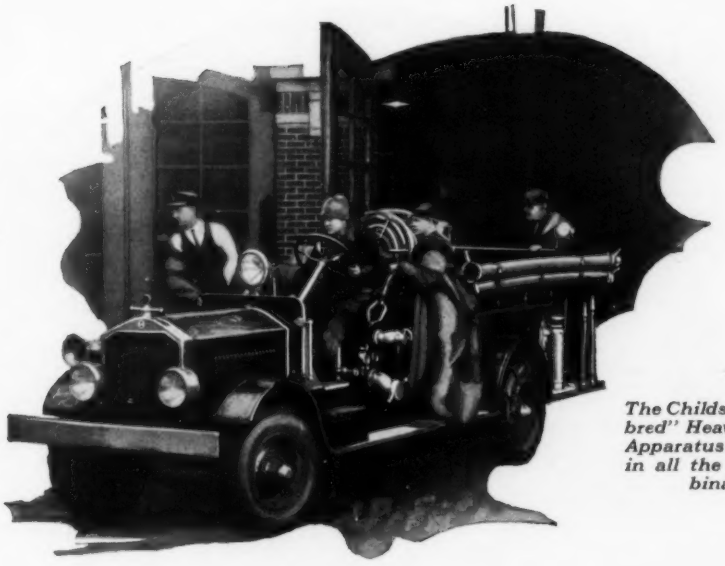

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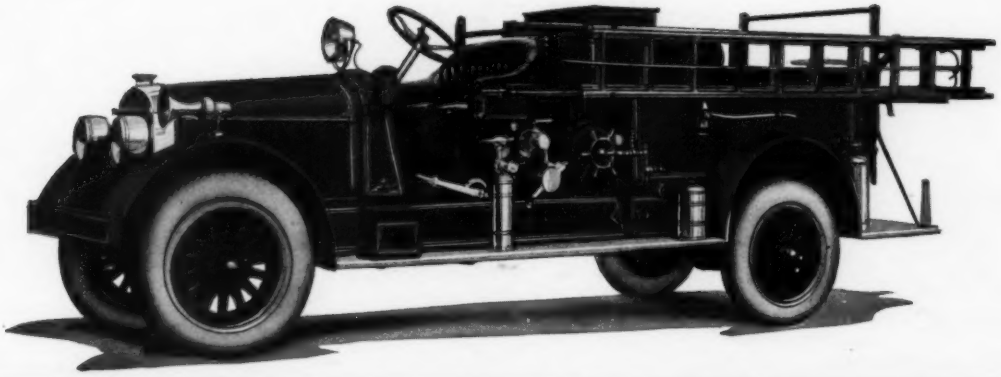

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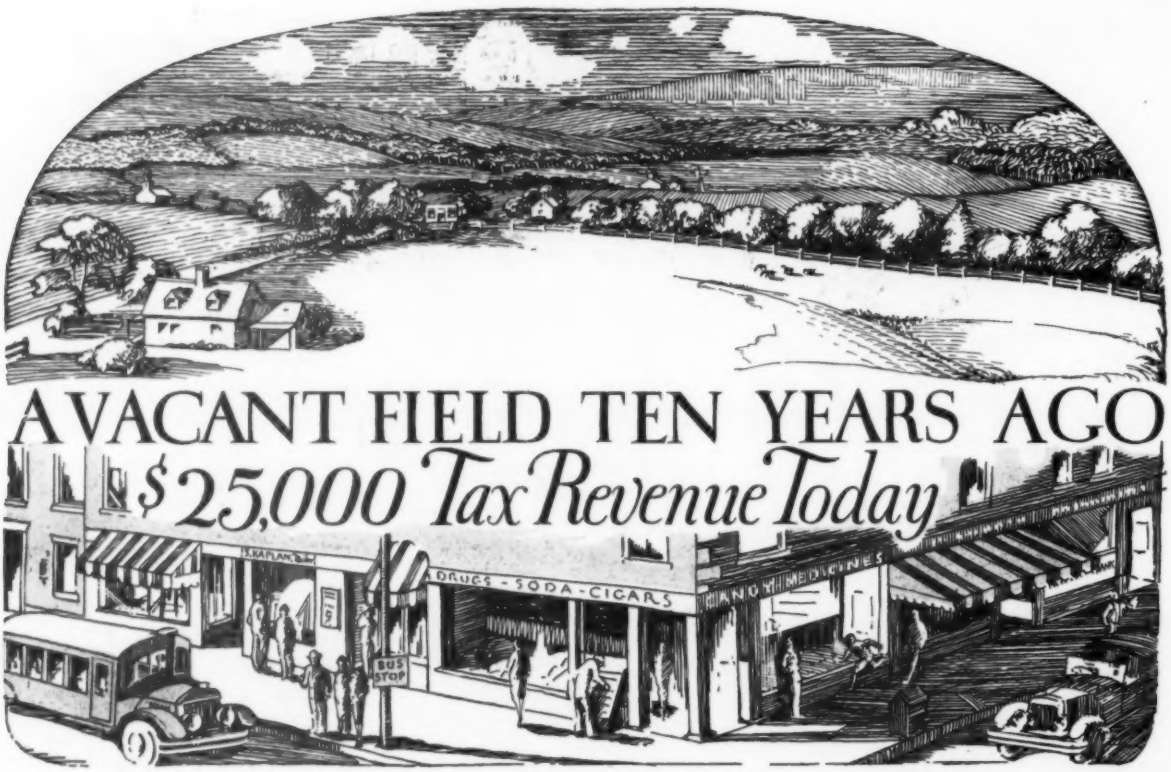

Give a number to every street corner in your city which has no fire alarm box. Consider such corners as being equipped with "Phantom Boxes." When a telephone alarm is received transmit that number.

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By installing a definite number of boxes each year in the more important locations of "Phantom Boxes," you will soon have adequate box protection and the assurance that adequate protection will be maintained as the city grows.

Look around your city and take stock of the number of vacant fields that have been built up into thriving business and residential sections during the past five or ten years. Then look up the tax records and see what these sections mean to your city in the way of tax revenue.

Few cities are without such newly developed sections which a few years ago meant little or nothing to the city, but today represent thousands of dollars in taxable property. Yet, how frequently the city is lax in protecting these sections.

The cost of fire alarm protection for these new developments is small. Fire alarm boxes give anywhere from thirty to fifty years' service. Therefore only a small part of the increased tax revenue for one year invested in fire alarm boxes, will give protection for many years.

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FIRE ENGINEERING

(A Consolidation of Fire and Water Engineering and The Fire Engineer)

The Journal of the Fire Protection Profession

VOLUME LXXX AUGUST 24, 1927 NUMBER 17

Three Thousand New Members for I.A.F.C.

Portland Convention Featured by Presentation of Checks for Membership by Sectional Organizations—A Most Successful Meeting from All Angles

THE fifty-fifth annual convention of the International Association of Fire Chiefs has passed into history. And what a passing it had!

Portland and its various convention committees did themselves proud. Arrangements were unparallelled, and everyone had good reason to feel satisfied. Tremendous progress was evident on all sides, and the fact that the membership of the organization was increased by over 3000 by formal applications sent in by the various divisions contributed no little to the enthusiasm.

Chief Ross B. Davis, President, I. A. F. C., Philadelphia, Pa.

Convention Opens with a Bang

There being on hand nearly half a thousand members of the Pacific Coast Association of Fire Chiefs, and the Oregon Association of Fire Chiefs, from meetings of the previous week, Convention activities of the International started with a rush.

Those who were on hand Monday, August 8, were treated to an auto trip around Mount Hood that they will never forget. This excursion which was provided by the city of Portland consisted of 175 miles of astounding scenery.

Chief John M. Evans, First Vice-President, New Orleans, La.

Opening Session

The convention opened promptly at 9 a. m. on Tuesday, August 9, with President Thomas R. Murphy, chief of San Francisco Fire Department, presiding.

Music was furnished by the Los Angeles Fire Department Band, Portland Police Quartet, Police Lieut. Robt. Crane and Mr. Thos. Luke. Invocation was pronounced by Bishop E. D. Howard.

Addresses of welcome were made by Mayor Geo. L. Baker, of Portland, Comr. C. A. Bigelow, Wm. A. Sherman of the San Francisco Board of Fire Commissioners and by the President of the Pacific Coast Chiefs Association, Chief Mark Ryan, of the Redwood City Fire Department, the latter a volunteer organization.

A Big Surprise

At this point the delegates received quite a pleasant surprise: Chief Jos. Wood, of the Renton, Wash., fire department, and Treasurer of the Pacific Coast Association asked permission to say a few words. He told of the great growth of his association, and concluded his remarks by handing to President Murphy a check for $1353, representing the membership fees of the 1352 members in the Pacific Coast Association in the International.

When Chief Wood sat down, Chief Frank Charlesworth of the Providence, R. I., fire department, stepped to the platform and handed over to President Murphy a check for $632 for membership of the 632 members of the New England Fire Chiefs Association in the International.

Then Chief Sarran, of San Antonio, Tex., stepped up and offered a check for $300 for the 300 members of the Southwestern Association of Fire Chiefs.

Next Chief J. T. McNulty, of St. Petersburg, Florida, offered a check of $400 for the 400 members of the Southeastern Association.

Not to be outdone by the other sectional associations, Chief Armstrong, of the Dominion Association pledged a check for 200 members, with a later check covering additional members.

All told, including the 200 members of the Great Lakes Association, the International added to its list of members approximately 3000 new names.

Following the above presentations, the response to the addresses of welcome was made by Chief Joseph N. Sullivan, of Utica, N. Y.

Chief Ralph J. Scott, Second Vice-President, Los Angeles, Cal.

Memorial Exercises

As is the usual custom at the annual conventions, the memorial exercises opened with the roll call of the members who have departed this life since the last

meeting, all of those present standing during the reading of the list of comrades who had gone on their last rest.

HONOR ROLL FOR 1926-27

Honorary Life Members

Charles A. Hogg, Ex-Chief, Binghamton, N. Y., Died Dec. 4, 1926.
John A. Stockton, Ex-Chief, Camden, N. J., Died Jan. 10, 1927.
H. C. Bundy, Ex-Chief, Watertown, N. Y., Died March, 1927.
Joseph A. Hederman, Ex-Chief, Hornell, N. Y., Died Feb. 14, 1927.

Active Members

H. W. Hobson, Chief, San Jose, Cal., Died Oct. 7, 1926.
H. L. Bettis, Ex-Chief, Cisco, Texas, Died Oct. 15, 1926.
Walter C. Wolf, Chief, Oak Park, Ill., Died Oct. 24, 1926.
Robert L. Browning, Chief, Cent'l Falls, R. I., Died Nov. 20, 1926.
G. Sidney Rose, Chief, Berkeley, Cal., Died April 24, 1927.
Richard N. Veo, Ex-Chief, Tampico, N. Mex., Died March 8, 1927.
Joseph Randall, Chief, Duluth, Minn., Died May 29, 1927.
W. L. Sandidge, Chief, Lynchburg, Va., Died June, 1927.
Al. S. Brownewell, Chief, Wichita, Kan., Died July 18, 1927.

Associate Members

John A. Smith, Mgr., Eureka Fire Hose Co., Philadelphia, Pa., Died Nov. 20, 1926.
John O'Hara, Deputy Chief, Brooklyn, N. Y., Died Dec. 18, 1926.
A. D. Fancher, Fabric Fire Hose Co., Binghamton, N. Y., Died Jan. 3, 1927.
Captain James D. McNeill, Fayetteville, N. C., Died Feb. 8, 1927.
C. R. Robinson, Eastman Co., E. Concord, N. H., Died April, 1927.

The Memorial Address was delivered by the Rev. E. H. Pence, of the First Presbyterian Church, Portland, after which was unveiled on the Auditorium platform a bronze relief of Ex-Chief David Campbell, of the Portland Department, who was killed in action at a fire in 1911. This bronze relief is reproduced in the accompanying illustration.

Unveiling the Bronze Bas-Relief of the Late David Campbell in the Municipal Auditorium

The unveiling was done by David Allen, a nephew of Chief Campbell.

The Spokane, Wash., Fire Department band provided music for the memorial exercises.

FIRST BUSINESS SESSION

The first business session opened early Tuesday afternoon with a paper by Chief John Kenlon, of the New York Fire Department. This paper, "Traffic Problems and Co-Operation Between Fire and Police Deparmtents," was similar to that read by Chief Kenlon before the meeting of the International Association of Police Chiefs at Windsor, Ontario, in June.

Briefly, the substance of the paper is as follows:

Traffic Regulations and General Co-Operation Between Police and Fire Departments

By CHIEF JOHN KENLON, New York.

The traffic problem with its relation to the fire department is already a very acute one and requires immediate measures of relief. In looking ahead one can see no remedy for this problem through a lessening of traffic demand and it is fair to estimate that ten more years may readily show a doubling of the community demand for street space. A failure to meet these existing and growing traffic difficulties squarely and effectively brings all manner of problems in its wake. If the delayed alarm is bad, then the delayed response of apparatus is worse. All apparatus must meet certain speed requirements before its acceptance. Yet under present conditions speed is impossible. There is traffic, moving and parked, to be encountered en route. There is more parked traffic to hamper the firemen after they arrive at the scene of fire. And, finally, there is frequently a veritable concourse of vehicles, bearing the idly curious, choking the neighboring streets and blocking the way of re-enforcements.

Bronze Bas-Relief of the Late Chief David Campbell, of Portland Fire Department

The Parking Problem

Up to the present time this phase of the problem has received all too little consideration in the many studies which have been made covering the general subject of traffic control. Although most cities have laws or ordinances giving the fire department right-of-way and prohibiting parking near hydrants, most cities had these requirements before the days of the automobile.

The major difficulties encountered by the fire department because of traffic conditions may be summarized as follows:

1. The need for regulating traffic so that vehicles will not form

(*Continued on page* 895)

Genial Convention Host, Chief Holden, Portland, Ore.

Some well known men, l. to r., Chief J. W. Weaver, Nashville, Tenn., Chief Joe Fisher, Dubuque, Ia., Chief John M. Evans, New Orleans, La., and George W. Booth, chief engineer, National Board of Fire Underwriters.

Chief Wm. J. Lutz, Wilmington, Del., and Chief W. H. Joynes, Richmond, Va.

Chief Albert Herring, Murphysboro, Ill., hard working exhibit chairman who made a wonderful job of displays.

They're Smiling Because of the Good Time That They had at the I. A. F. C. Convention

Water Supply Overlooked at Fire

Failure to Utilize Contents of 30,000 Gallon Tank Largely Responsible for Spread of Fire

VOLUNTEER fire departments as a rule make up in enthusiasm what they lack in experience. Occasionally, however, a slip is made which discounts tremendously the reputation of the volunteer department.

In the fire described in the last issue of this journal under the heading of administration, the volunteer firemen completely overlooked a supply of water in a storage tank at a fire and as a result the fire soon got beyond their control, completely destroying a large plant.

As noted in the last issue of this journal, the city in which the fire occurred had a population of approximately 8,500, and the fire department consisted of three engine companies and one truck company.

Engine Co. No. 1 was equipped with a 750 gallon combination pumper and hose wagon; Engine Co. No. 2 had a 500 gallon pumper and hose wagon while Engine Co. No. 3 had the same type and size of machine.

The truck company was equipped with a city service truck.

The property involved, and which is shown in the sketch herewith, was located on the outskirts of the city. The water supply was unusually poor, there being but one long six-inch main to which were connected three hydrants located at the plant.

Within the plant grounds was a 30,000 gallon tank well filled and connected to the six-inch main by a six-inch pipe. At the time of the fire the valve in the six-inch connection was closed so that the department did not utilize the water within the tank.

The Property Involved

The plant was made up of a number of separate buildings attached, each built of wood joists with wood walls and plank flooring. While one story in height the buildings were large in area, without obstructions inside so that fire, once it entered a building would sweep from end to end unobstructed.

To the west of the main buildings were a group of small storerooms and other structures as shown on the sketch. All of these latter buildings were of frame construction.

The Fire

Fire started in the evening, apparently due to sparks from a switch engine. These sparks probably fell in rubbish around the small buildings and a fire started, gradually increasing in intensity until most of the small buildings were involved.

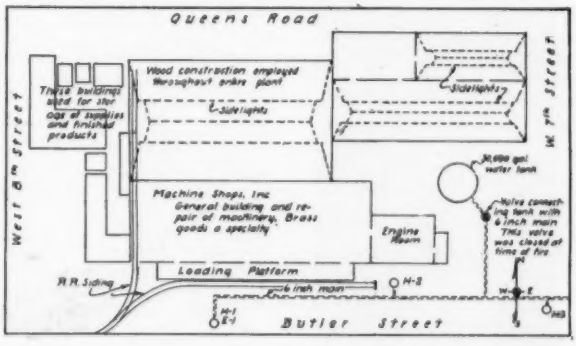
The fire was not discovered until it reached such a point that it illuminated the sky and was noticed by the towns people about a quarter of a mile away. An alarm was transmitted and the four volunteer companies went at once to scene of the blaze.

Suggested Method of Handling the Fire

In the handling of this fire Engine Co. No. 1 took hydrant No. 1 and stretched a single line to the court between the small buildings and the large one at the west of the plant. Engine Co. No. 2 was stationed at hydrant No. 2 and Engine No. 3 at hydrant No. 3. Each of these latter two engines stretched single lines through the large building at the south and assisted the first line in operating in the court.

After operating for a few minutes it was noted that the west wall of the plant was ablaze on the inside. Attention was then directed by Engine Cos. No. 2 and 3 for handling this fire. The large open area, however, and the poor supply of water which made it necessary for Engine Co. No. 1 to eventually shut down in order to give the other two lines a chance to operate, resulted in the continuation of the spread of the blaze. It was not long until the fire spread over the entire northwest building of the plant and continued to spread through an opening into the northeast building.

The placement of engines as arranged by the volunteer department was satisfactory. The one serious mistake which was made was the failure to utilize the water in the 30,000 gallon tank. It is very likely that the officers or men knew where to reach the officials of the plant and it is probable that officials of the plant were on hand with the volunteer firemen at the fire. In either case one of the first things the chief officer should do, and this applies to all fires in large plants,



is to get in touch with one of the officials or employees of the plant to determine what private fire protection facilities are available. If this had been done, and information received that the valve controlling the 30,000 gallon tank was closed, it could have been opened and the companies of the department assured of a plentiful supply of water for handling this blaze for possibly an hour without interfering with each other. This is taking into consideration the supply in the tank and the supply furnished by the main as well.

Engine Co. No. 1 connected up to hydrant No. 1 should stretch two lines to the court, each equipped with 1¼-inch nozzles. These two lines can do a great deal toward holding the fire from spreading until additional lines are placed in service.

Engine Co. No. 2 may be placed at hydrant No. 2 and a single line stretched with 1¼-inch nozzle through the large building to cover exposures on the inside and also to assist in operating on the fires in the small buildings.

Likewise Engine Co. No. 3 may be placed at hydrant No. 3 and a single line stretched to the large northwest building by way of the southwest building and this line can easily cover the inside wall of this building and also give a hand toward operating on the buildings at the west end.

These four lines may well be able to take care of the fire, bearing in mind that plenty of water will be on hand to operate for a full hour and that good sized streams are being used—with one and one-quarter inch tips.

If necessity calls for it, one of these lines may be stretched to the roof to wet down and prevent fire starting from embers.

In case of an emergency, an additional effective line may be stretched from Engine Co. No. 2, located at hydrant No. 2, for this purpose.

It is believed that such an assignment of lines as above given, and taking into account the water supply available in the storage tank, can well hold the fire and extinguish it without its reaching the larger buildings of the plant.

NEW YORK METHODS ADDED TO NEW LONDON, CONN., DEPARTMENT

Deputy Chief Edmonds Leads in Work Following Course at New York Fire College—Enthusiastic About Value of Training

By WM. JEROME DALY

FRUITS of the recent course taken at the New York Fire College by Deputy Chief Calvin Edmonds, of the New London, Conn., Fire Department, are already manifest by the enthusiasm with which the New London firemen have taken to the bill of evolutions which Chief Thomas H. Shipman has prescribed for the smoke eaters of that New England town.

Deputy Chief Calvin Edmonds

Deputy Chief Edmonds, since his return from seven weeks spent in New York during May and June this year, has written into the new book of regulations of the New London department eighteen of the twenty-two evolutions practised in the drill school of the New York department.

Drills in these evolutions are held six nights a week with one company participating each night. New London has eight companies, partially paid, and the drills are compulsory for all members of the department, both paid and volunteer. New London has twenty-six paid firemen and approximately eight hundred volunteers. The enthusiasm with which the volunteers have taken to the new regulations has been a source of much official satisfaction, both to the fire officers of the New London department and the administrative authorities of the town.

The drill school is situated in the rear of the City Hall on State street, adjacent to Engine Co. 2 and opposite the quarters of Ladder Co. 2 where Deputy Chief Edmonds makes his quarters.

Deputy Chief Edmonds, a young man, has been in the New London department about ten years, starting as chauffeur in the city service. Both Chief Shipman and Edmonds had attended the New York Fire College.

He was quartered in H. & L. Co. 24 on West 33rd street in the heart of the high hazard district, where he rolled with the Deputy Chiefs of the 3rd Division, Chief Ross or Chief O'Hanlon, depending on which one of them was on duty. Chief Edmonds said he went to the fire school under several apprehensions which turned out to be all wrong. He had the common idea that a fire officer coming from a small town would be looked upon as an intruder, but he soon found that he was gravely mistaken.

He said that the New York Fire College, the Drill School and above all the opportunity to be quartered in a fire house at night, to respond with the apparatus and to be an eye witness to the actual performance of what he had been taught in theory in the day-time, was in itself a golden opportunity, especially for a fire officer in a growing community like New London, where 75-foot ladders are now a necessity, New London has taller buildings going up every year.

It is planned to renumber the boxes in New London, and while doing it to eliminate the number above six. They have a Gamewell system which includes fifty-eight boxes. They plan to install more of them and to cut out the long "blows." New London still sticks to the old volunteer names for the companies, although official reports contain the numerical number only.

The frugality of economical New England still lingers in the fire service. New London although as large as New Rochelle, N. Y., or even Yonkers, N. Y., is still retarded by economy. The firemen receive $1,800 a year, while the policemen get $2,000.

There are night men who get $50 a month, but they have to work at their trade in the day time. New London will be making a very progressive step when they make the entire department full paid.

Famous Home of General Robert E. Lee, Destroyed

Fire, attributed to the pranks of some boy, destroyed "Ravensworth" the historic post war home of General Robert E. Lee in Fairfax County, fifteen miles from Richmond, Va. The mansion was erected in 1785 and contained a number of priceless Lee relics which were destroyed when the house was razed. It was believed that a boy, in order to gain entrance to the store of wines that was known to be in the cellar of the home, started the fire which caused a $100,000 loss. Many items of historic value were destroyed and can not be replaced.

Pennsylvania Firemen Have Dry Time

Although in accordance with the convention plans of the Western Pennsylvania Firemen's Association, no consideration was given to the dry or wet question, prohibition officers decided in favor of making the gathering a dry one.

When the firemen from the various communities entered Westmoreland for the annual gathering, they felt decidedly at home. All that the firemen could get was water, and of that the town was not stinting.

Westmoreland county detectives and prohibition officers reasoned that where the firemen would meet, there would also be some aromatic material. They came to town early and arrested Assistant Chief Eisaman of Greensburg, when they claimed that they saw him with a gallon of liquor.

Not content with that, the officers made a raid on No. 3 hose house. There they seized two full barrels and four half barrels of beer. The beer must have been a superior quality as the prohibition officers, upon test, claimed that it contained four per cent alcohol.

And so no matter how interesting the meetings were, how easy was the flow of good comradeship, in the true sense of the word, it was a dry convention.

Siren Installed in Shelton, Wash.—A siren has been installed in Shelton, Wash.

Banquet of the International Association of Fire Chiefs Held on Thursday Evening.

Three Thousand New Members for I. A. F. C.

(*Continued from page* 892)

an obstruction to the fire apparatus either going to or working at a fire.

2. Prompt notification to the public that apparatus is approaching.

Failure to deal comprehensively and constructively with the automobile parking problem is responsible for much of our traffic trouble, particularly as it affects the fire department.

In some cities where for many reasons it is impracticable to prohibit parking on all streets in the congested sections—which would be the ideal way—the authorities have prohibited parking on certain streets most used by the fire apparatus when responding to alarms. Such streets are reserved as fire lanes or routes and are so marked.

As an aid in securing the proper co-operation of citizens, particularly merchants, it is suggested that where parking for limited periods is necessary for business purposes, especially on fire lanes, owners of motor vehicles indispensable to the conduct of business be required to obtain a permit from the police department. Such permits should state conditions as to time and location, etc

Many cities have created parking spaces on open plazas, and other publicly-owned properties and in some cases communities have purchased properties for this specific purpose. Private enterprise is also endeavoring to cope with the situation by providing terminal garages.

The Effect of Zoning Regulations

The volume of traffic in the streets is of course greatly affected by the heights and densities of the buildings fronting upon the streets and the occupancy of such buildings, restrictions on which are commonly known as zoning. Zoning measures may eventually relieve traffic congestion but changing the population density of a city is at best a slow process. It attacks the problem chiefly from a preventive standpoint and offers little help for existing bad conditions. However, unless there is proper control of the development of private property now it will be a much greater task to provide street facilities adequate for future needs.

While it is recognized that much has been done by some of our larger cities in street traffic relief by redesigning their important traffic thoroughfares, widening them, double leveling them and installing grade separation, the financial and physical conditions involved in such undertakings are so great that relief can be obtained only after a considerable lapse of time.

The police are and will continue to remain the principal element in the administration of traffic regulation. Increased demands for their service have been met to a large extent by increasing the personnel, making the force more mobile and installing traffic control systems.

Traffic Signals

Traffic signals of a wide variety are now in use in American cities but it is generally conceded that the ultimate form of traffic control in metropolitan areas will be by means of electrically illuminated signals.

There are four types of control or operation in present use. these are: the synchronized system, the progressive system, the coordinated system, and independently operated isolated signals.

At present there is no uniform method in use in various cities of giving an emergency indication of the approach of fire apparatus and in some cities no attempt whatsoever is made to control traffic for such emergencies. In some cities provision is made for holding the yellow or transition color whenever fire apparatus has to pass through the controlled area; others throw red lights in all four directions, some flash red and yellow, and some display red on the cross streets and green on the street being used by the fire apparatus.

Disadvantages of Yellow as Signal Color

The use of yellow for this purpose has a distinct disadvantage. Its first appearance is usually interpreted as being the customary

This Was Taken in the "City of Roses"

High "potentates" of the Snapping Turtles are giving the official high sign. L. to r., Chief Tom Graham, Corvallis, Ore., Chief Lee Holden, Portland Ore., and Chief T. W. Carlon, Bend, Ore.

transition signal, and drivers sometimes get started when it is the intention to hold them stopped or to clear the roadway. The stoppage of all traffic in all directions upon the approach of fire apparatus may be undesirable since in some instances the streets are so narrow and congested that the roadway is entirely blocked by such a proceeding.

Some cities consider it preferable to display red on the cross streets and green on the street used by the fire apparatus so that vehicles on this street can move ahead and to the curb so as to clear the middle of the street for the fire apparatus. However,

this procedure is not always feasible and is apt to result in accidents in cities where right-hand turns are permitted on red signals.

Automatic Control Not Always Practicable

The lack of uniformity in the operation of traffic signals, resulting in traffic conditions that are adverse to each other, indicates that the value of a remotely controlled traffic signal as an aid to the fire department is at least debatable.

Great progress has been made during the past few years in the regulation of traffic in congested areas by automatic signals and the present trend of expert thought is apparently toward co-ordinated or progressive control. Yet some of our larger cities present traffic conditions which appear to be too complex to be handled solely by a system of automatic signals remotely controlled. Somewhere, somehow, the discretionary touch must enter—as is the case with individual police supervision.

Considering the above facts it is likely that the form of traffic control most flexible and responsive to changing circumstances is

Exhibit of the Eureka Fire Hose at the I. A. F. C. Convention.

obtained through the stationing of traffic officers at fixed points, although the efficiency of automatic traffic signals on important thoroughfares is likewise apparent. Accordingly a co-ordination of the above two methods would perhaps best serve cities having traffic conditions similar to those of New York.

Traffic Control Plan by Chief Kenlon

A preliminary study of such a plan was made by the Chief of the New York Fire Department and presented to the Mayor about a year ago. This plan outlines a co-ordinated police and traffic system, utilizing spare wires existing in the fire alarm cables. This scheme was a modification of the old fixed post idea which some authorities consider to be a solution to many traffic difficulties as well as other police problems. It was proposed to provide these fixed posts at 329 locations strategically located throughout Manhattan Island. Each post would consist of an auto-manual traffic control box housed in a small shelter containing a telephone, police alarm, fire alarm, heating device and other facilities

As previously noted it was proposed to connect all fixed posts to a central point utilizing some of the spare wires existing in the fire alarm cables and installing fire alarm apparatus at each location. A study of the fire department running card showed that most fire department runs were north and south, hence these posts were located with due regard to this as well as to the location of fire alarm cables. This will warn only the areas through which fire apparatus must pass.

In general the operation of such a system would be as follows: On the receipt of a fire alarm the police operator on duty in the central office is notified simultaneously with the fire companies. He immediately transmits five sharp taps at fast time over the signal circuits affected, resulting in five blows on a bell located in each fixed post shelter. This warns the traffic officer at each fixed post in the line of run that fire apparatus is coming and prepares him to control traffic so as to expedite the response.

It is recognized, of course, that the traffic conditions of no two cities are exactly alike and that it would be absurd to expect a kind of laboratory-devised control system to fit without change in any American metropolis. Nevertheless the problem of traffic does possess some basic laws which are universal in their application, and a city like New York probably contains within itself some measure of the problems that face all communities. In other words, in some sections of New York conditions are probably similar to those in Miami, while another section may present conditions resembling those in Minneapolis. Hence it is probable that in solving the problem of New York the problem of Miami, of Minneapolis and of other cities will be solved—at least indirectly and by example.

Discussion on Traffic

Police Chief Daniel J. O'Brien, of San Francisco, and past president, International Association of Chiefs of Police, was slated to discuss the paper by Chief Kenlon. Illness detained Chief O'Brien at home, but he submitted a paper on the subject, abstract of which appears below. This paper was read by Duncan Matheson, captain of detectives of San Francisco, and representing the Police Chief's Association. Chief O'Brien's paper will appear in next week's issue.

Comments by Duncan Matheson

Additional discussion on the traffic problem was provided by Capt. Matheson. A digest of Capt. Matheson's discussion will appear in next week's issue.

Remarks on Traffic by Booth

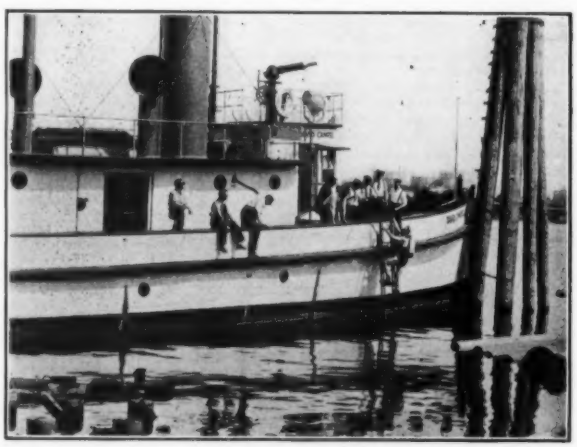
Of no little interest were the suggestions made by Geo. W. Booth, chief engineer of the National Board of Fire Underwriters. Mr. Booth said:

The need for notifying the public that fire apparatus is approaching is one of the principles which is of prime importance insofar as traffic affects fire department operation. Along with the many suggestions that have been tendered to the authorities responsible for the regulation and control of traffic little has been said of the improvements which the fire department can make of their own accord which would materially improve present conditions. Those most logical are:

1. The standardization of the warning signal used by apparatus.
2. The adoption of a running card with a view to reducing as much as possible the movement of companies on extra alarms and possibly strengthening first alarm response in such sections where traffic congestion is apt to interfere with second alarm response.
3. The installation of traffic warning signals at important intersections adjacent to fire stations.
4. The establishment of fire routes over which apparatus must travel in responding to alarms.

There is indeed an urgent need for a distinctive signalling device for use on all fire apparatus. At present there are a multitude of warning devices in use, some of them identical with those used on commercial vehicles. Accordingly the need of some standard distinctive fire department warning signal is apparent, as drivers of pleasure and commercial vehicles cannot be justly censured if they wait until the apparatus gets immediately in back of them before attempting to pull over to one side. The selection of the proper device will of course be a subject of such discussion. However, it will be a worthy start if the opinion of each chief was obtained as to the most practical signal and eventually adopt some standard warning device.

The scheme of preparing a running card especially designed to cope with traffic congestion is well worthy of consideration, particularly in our large metropolitan cities. Boston has made a start along this line and it is anticipated that material benefits will be



Demonstration of the Gibbs Breathing Apparatus.

Capt. John Ries diving from the "David Campbell" fire boat using the oxygen and breathing apparatus.

derived. The points to be considered in preparing such a scheme are mainly obvious.

The establishment of fire lanes has proven practical in several of our larger cities, notably Detroit and Rochester. Such streets should carry parking restrictions and be so marked as to afford to the fire department an open lane for travel at all times.

Important street intersections in the vicinity of fire stations should be provided with a warning signal, to be operated by the company when it is about to leave quarters; this will be of great-

(*Continued on page* 901)

WITH THE EDITOR

A Convention Without Parallel

The officers of the International Association of Fire Chiefs may well be excused for feeling proud of the recent convention at Portland, Oregon—for it was something to be proud of. Excellent attendance, a fine business program, the biggest array of exhibits ever, and satisfaction on all sides.

No little praise is due the city officials of that western city for the way they handled the big meeting. Probably never before has the Association witnessed such unbounded hospitality and cooperation as was afforded its members by the Portland authorities.

And the pleasant recollections of this convention will long remain in the memory of those who were so fortunate as to be counted among those present. There will be a mighty warm feeling for Chief Lee G. Holden and his loyal organization in the hearts of his guests.

This year's meeting shows that big things can be done by the Association and that they are already under way. The newly formed Divisional Associations assumed very definite shape during the meeting, and intensive work throughout every state in the Union as well as in all of our brother Provinces in Canada can now be looked for.

Chief Thomas R. Murphy deserves great credit for the very excellent business program which he arranged, for it may be safely said that program of this year has never been exceeded in either interest or practicality.

Great tribute was paid to our Executive Secretary, Jay W. Stevens, and there is a pleasant satisfaction in knowing that he deserved it—and more too.

All in all, this year's meeting was profoundly successful.

One Way to Curb Brush Fires

This is the season when brush and forest fires are most frequent and troublesome. This is especially true in sections of the country where there has been little rain and the wooded parts are tinder-like, awaiting only the carelessly tossed match or cigarette of the motorist to start a conflagration. The one best way to put a stop to, or at least curb, such carelessness is to make a few examples of the offenders and give them jail terms, when the evidence points plainly to their guilt.

Extreme measures of this kind, while the necessity for them is to be deplored, would go a long way toward putting a stop to the practice—becoming more and more prevalent among young people who park in dark corners of the wooded roadways—of throwing lighted matches or butts among the dry underbrush.

Such acts—so often repeated in spite of constant warnings through signs and other means—statistics of forest experts show, are more fruitful in the setting of forest and brush fires than any other of the causes of the immense destruction of valuable timber lands throughout the country.

A salutary lesson to some of the worst offenders in this respect would do much toward instilling more care in the minds of others and thus relieve the states of great unnecessary loss. The experiment is worth the trial.

The Auto Nuisance Again

A local daily of a small town in Colorado recently voiced a protest, couched in sarcastic terms, which will strike a responsive chord in the breast of many a fire chief in both small and large cities. The paper says:

> The fire in North La Junta Tuesday night brought out the usual automobile caravan of Willing Workers, who blocked the narrow street for some three blocks in every direction, and made access by the firemen almost impossible. A free show in the form of a fire seems to attract a certain element, and the blowing of the fire siren is the signal for every member of the Willing Workers to put on a clean shirt and take a joy ride, where he and his family can drive in comfort to a good vantage point and watch the show. No member of the fire department has any objection to people watching a fire, but when the cars are so thick that they hinder the fire fighting work they then become a menace, and it is very likely that something will have to be done by ordinance in the very near future unless conditions change.

This evil of automobiles crowding to fires, interfering—and even racing—with the fire apparatus when answering an alarm and hampering the firemen at the scene of the blaze, constitutes a serious problem and one that requires drastic remedies to control.

Many cities have, as a matter of fact, applied such remedies in the form of ordinances compelling vehicles to draw in to the curb and come to a halt on the approach of the apparatus and to keep at a certain distance from the engines after they have passed. Strict enforcement of the fire line regulations and the imposing of rigid penalties for their violation have also done much to reduce the evil of autos crowding in at fires. In this the cooperation of the police forces of cities has been of great assistance and has helped materially in relieving the fire department from the annoyance of interference by citizen autoists.

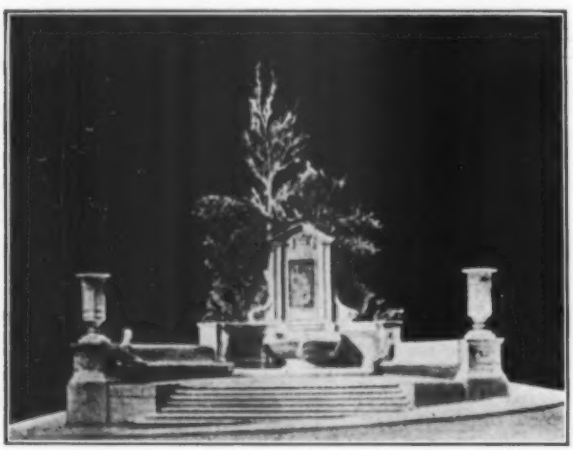
But while many cities have taken steps to control this auto evil and have met with more or less success, there remain many municipalities—especially among the smaller cities and towns—in which it is practically uncontrolled, and in which the fire department is the suf-

ferer to the extent of seriously hampering its efficiency in the fighting of fires. In places of this kind where ordinances either do not exist or are loosely enforced, there still remains a force which the chief may mold to his own advantage, if he goes about the matter in the right way. This is public opinion. If he will start an intensive campaign to arouse a sentiment in his community against the interference by citizens with the fire department in the performance of their duty, he may be surprised at the backing he will receive in this endeavor from the substantial citizens of his city or town.

In this work, he can appear personally before the various civic and religious clubs and associations and it is pretty safe to say that his appeal will have a respectful hearing and will in many cases elicit hearty cooperation. And the men he will talk to in these bodies will be the very ones that, in many cases, thoughtlessly offend in rushing to fires. If the matter is put squarely but diplomatically before them and they are shown that their own interests are involved in giving the fire department full cooperation in the matter, a hearty response will almost inevitably result.

Ground Broken for Campbell Memorial

On Thursday of Convention Week at Portland, ground breaking exercises for the David Campbell memorial were held. Officers and members of the Association proceeded to the site



The Beautiful Memorial Now Being Built by the Citizens of Portland, Ore., in Honor of the late Chief David Campbell, Who Gave His Life in the Line of Duty.

following the Thursday Morning session where the ceremonies were performed.

The $50,000 memorial to be built by the citizens of Portland is in honor of Former Chief David Campbell, who gave his life in line of duty while Chief of the Portland Department. He served as Chief from 1893 to 1911. Chief Campbell was widely known and admired by his contemporaries. Memorial services are held at his grave each year, at which time gold badges are awarded to members of the Portland Fire Department who have saved a human life at the risk of their own.

Works Six Weeks With Broken Neck—A volunteer fireman of Riverdale, N. J., was injured at a fire when a beam struck him. He felt a pain for several days but thought nothing of it. Six weeks later he called at a hospital to get relief from muscular rheumatism of the neck and there learned that he had been going about with a broken neck. Doctors at the hospital were surprised that he lived through that experience.

NEW OFFICERS I. A. F. C. and 1928 CONVENTION CITY

The International Association of Fire Chiefs will meet in 1928 at Philadelphia for its annual convention. This was unanimously decided at Portland by the members.

The newly elected officers are: President, Chief Ross B. Davis, Philadelphia; First Vice-President, Chief John M. Evans, New Orleans, La.; Second Vice-President, Chief Ralph Scott, Los Angeles, Cal.; Treasurer, Chief Peter Carter, Collingswood, N. J. (Reelected), and Recording Secretary, Chief J. J. Mulcahey, Yonkers, N. Y. (Reelected).

Chief Dineen of Omaha Retired

Martin J. Dineen, chief of the fire department of Omaha, Neb., has been retired from the service and succeeded by Assistant Chief John Coyle. Other promotions were made down the line.

He was appointed to the department on October 28, 1890, and was made assistant chief on June 1, 1915. Promotion to the head of the department came on July 22, 1924.

During Dineen's thirty-six years of service, he has never had a charge preferred against him. He was injured four times during his career as a fire-fighter and twice was near death as the result of accidents while battling the flames.

With the clippings commenting upon his notable acts during his time in the fire department, Chief Dineen closed his desk for the last time and automatically joined the civilian ranks.

Others in the department were retired at the same time as Chief Dineen. They include Assistant Chief Jerry Sullivan, John Davis and Thomas Campbell. Assistant Chief Sullivan was appointed in the department on March 16, 1891.

Ex-Chief Martin J. Dineen

Pacific Grove, Cal., Has New Siren—A Siren, operated by compressed air, has been erected in Pacific Grove, Cal.

Hoboken, N. J., Captains Honored—Captains Ross and Kiely, newly appointed in the Hoboken, N. J., department, were the guests of honor at a dinner given them by an association. Chief Coleman of Paterson was toastmaster.

QUESTIONS AND ANSWERS

Conducted by FRED SHEPPERD, B. Sc., M. E.

"He that questioneth much shall learn much"—BACON

NOTE—Readers of FIRE ENGINEERING are invited to send in questions, which will be answered in the order received. Names are omitted from questions unless otherwise specified.

Questions and Answers from Massachusetts

To the Editor:

Will you kindly print the following questions in your Questions and Answers page of FIRE ENGINEERING. They were asked recently in a Massachusetts examination.

Sincerely yours,
J. K. E.

1. Assume a fire in a second class five story building, 50 x 100 ft. fronting on a 60 ft. street extending back to a 35 ft. street, the building being used for general storage purposes. There is a front and rear stairway and a freight elevator in the rear. Access to the basement is by stairway in front, from first floor, and by bulkhead in the rear. Upon your arrival in response to a bell alarm you find the fire in full control of the basement and has extended up freight elevator to the third floor and is under considerable headway there. You are in charge for fifteen minutes. State what orders you would give and how you would handle the situation until relieved by a superior officer.

2. Assume a block of basement and one story stores of second class construction, nine in number with combustible partitions. This fire breaks and completely involves the basement of the middle store, size 40 x 80 x 20 feet, used as a hardware paint and oil store. As first officer to arrive you are in charge for ten minutes. State in detail how you would proceed under these circumstances.

3. Under rules and regulations of the department of Public Safety state (a) under what conditions may underground tanks, used for storage of gasoline, be removed for the purpose of repairs, (b) under what conditions may a garage be located in a building used in part as a dwelling.

4. What conditions in a garage require the installation of a stand pipe system? Describe the stand pipe system required?

5. There are two five story buildings located in close proximity to each other, one occupied as a wholesale drug store, the other as a clothing manufactory. What are the hazards to each occupancy?

6. What are the common fire hazards in a block of four story brick tenement houses? What suggestions would you make to the occupants to prevent fire?

7. An engine is pumping through two parallel lines of 2½" hose, one of the lines is 400 ft. long and the other is 300 ft. long. Each is equipped with a 1¼ nozzle. Engine pressure is 125 lbs. What nozzle will have the greater pressure and how much? What is the discharge in gallons per minute from each nozzle?

8. What fire appliances and means of protection against fire would you expect to find in a newly constructed theatre with a seating capacity of 1200 persons.

9. What method would you suggest as the best protection for a mercantile building against fire in adjacent and adjoining buildings? Give various reasons in their order of preference, and state the reasons for your preference?

Answer 1. The nature of the occupancy of this building makes the fire a serious one. A building used as a general storehouse usually carries quite a bulk of combustible materials. These materials are frequently so closely packed in that they extend to the roof and make the handling of a fire, of this sort, a very difficult matter. It is impossible to get streams over the materials with a result that fire may be burning at inaccessible points and increasing in intensity despite the efforts of the department.

In this particular case the fire has started in the basement and has fully involved the basement. It has also gone up the elevator shaft to the third floor where the third floor is ablaze.

It stands to reason that if the heat in the elevator shaft had been of sufficient intensity to ignite materials on the third floor that the other floors, too, will soon become involved. Fast work in venting is absolutely essential.

Assume that the first alarm assignment brings three engines and two truck companies.

As officer in charge of the first engine company you will be in charge of the fire until superior arrives. You will have at your disposal the three engine companies and two truck companies.

Call help at once—a second or second and third alarm.

Your first order will be to ventilate, sending men to the roof either by fire escapes or by ladder for that purpose. They are to open up over the elevator shaft and also over both stair shafts. While this is being done, have your first engine stretch in two lines to cover the elevator shaft and at either stairwell should this be necessary. It will probably be found that two lines will be necessary to cover the vertical channels leading from the basement to upper floors.

Second engine company to stretch in one or two lines, depending upon men available for this, to the third floor by way of ladders at front of building. These two lines can work toward the elevator shaft in the rear, driving the fire before them and preventing it from extending over the floor.

A third engine company to stretch in two lines with the assistance of members of the second truck, one line to go to the basement of the building and the other at the rear.

It is believed the above assignment of lines will hold the fire until the arrival of additional apparatus. You have covered the elevator shaft with the two lines entering the third floor. You have covered the vertical shafts from the ground floor by lines from the first company.

You are already operating on the fire in the basement front and rear by lines from the third company. You have ventilated making the building tenable for your operating forces.

Upon arrival of additional apparatus further progress can be made toward bringing the fire in the basement uunder control and extinguishing the fire on the third floor.

Answer 2. The chief danger in this fire is the possibility of fire extending both vertically to the cock loft laterally in the basement.

These so called "Tax payers" are temporary structures and ordinary precautions are not taken in making them fire safe. Usually they have an open cock-loft extending over the entire row so that fire once it enters this cock-loft spreads to both the right and left.

The partitions being combustible, fire starting in the basement will travel in all directions and it does not take very long before an entire row will be fully ablaze.

It will be assumed that you respond on a first alarm and that you have three engine companies and two truck companies.

Your chief problem is to confine the fire to the one section and then extinguish it.

The nature of occupancy of the fire building—filled with paints and oils—makes it a difficult one to handle once fire has gained headway. The basement being fully ablaze, there will be great quantities of fumes and dense smoke making it difficult for men to operate down stairways.

Assignments would be as follows: First engine stretch in two lines, one line to go down to the basement of buildings on either side. These lines will prevent fire from coming through partitions.

First truck company to ventilate basements on both sides of fire basement so as to make possible the operation of the force in basement of adjoining buildings.

Second engine company to stretch in two lines, one to operate at the front of basement and one at rear of basement in burning building. Use cellar pipes if necessary.

Third engine company to stretch in two lines, one to rear of fire building and one to front. These lines are also to operate in basement by means of cellar pipes, or direct, if possible.

Second truck company assist first truck company in ventilating over the fire building as well as opening floors where necessary. Members of these companies will inspect partitions in the stores to see that fire is not rising to cock-loft and will also open up cock-loft over fire building to make sure that no fire is burning therein.

As partitions on store floors usually do not run through the floor but terminate at the floor it will probably take a little time before fire will burn through the flooring and enter the partitions. This will give the men sufficient time to get other operations under way before inspecting partitions and opening up cock-loft.

Thorough ventilation will be necessary over burning basement before fire can be fully controlled. It will probably be necessary to remove floor boards or cut holes in floors if stairways do not provide sufficient vents.

It is believed the above assignment of lines will be able to handle the fire until the arrival of a superior officer.

Answer 3. This question relates to the local ordinances and can best be answered by referring to them.

Answer 4. This question also refers to local ordinances and you are referred to them for answers.

Answer 5. There are two types of hazards to consider in this case. First, the hazard of the occupancy to the particular building in which it is found; secondly, the hazard of the occupancy of either building to the other building and its contents.

The hazard of occupancy to each building will be considered first. In the case of the wholesale drug house we have a multiplicity of chemicals many of which are subject to violent reaction when brought in contact with others. There will be other chemicals which are affected by fire, increasing the intensity of the fire, and some which will prove explosive when struck by water. Other chemicals such as nitric acid, cyanide of potassium, etc., will give off fumes which are extremely dangerous to men.

All in all, there is likelihood of explosive or poisonous fumes being generated; there is likelihood of explosion resulting through mixing of chemicals or through exposure of chemicals to fire and water; there is the possibility of fire increasing in intensity due to presence of highly inflammable chemicals.

The hazards of occupancy of the clothing building to that building are as follows: Highly inflammable nature of contents; usual large open areas through which fire can spread with great speed once it starts; presence of large quantities of stock which both give off heavy smoke and which absorb great quantities of water, the latter resulting in overloading of the floors to the point of collapse. The large number of employees found in clothing factories will add to the danger of the situation if fire starts.

Now as to the interrelation of the occupancies of the two buildings on each other the following may be said. Fire in the wholesale drug house may set forth fumes which will prove highly dangerous to the employees in the clothing factory. If an explosion results there is danger of the clothing factory becoming involved.

In so far as the clothing factory is concerned, a fire in this building will travel with great intensity and generate great heat. The likelihood of the wholesale drug house becoming involved, once the clothing fire advances, is pronounced.

Answer 6. The common fire hazards in a block of four story tenement houses include the very inflammable construction employed, and particularly around the stairways. Fire starting beneath the stairway or in the basement will travel quickly up through the entire height of the building and quickly penetrate every apartment.

The interior stairway leading to the basement, and separated from the main stair hall only by a thin frame door is a weakness characteristic of the brick tenement house. Vertical shafts such as light shafts, dumbwaiter shafts, etc., running from the basement through the entire building and frequently terminating in the cock-loft add to the speed of fire spread once fire starts.

The tendency to store combustible materials in the basement and baby carriages under hall stairs are two points which are responsible for more fires in these tenement houses than any other.

Suggestions to be made to occupants to prevent fire would include keeping combustible materials from beneath hall stairways; keeping storerooms in basement clean; preventing accumulation of rubbish in basement; and in general "good housekeeping" around the various apartments.

Answer 7. The nozzle pressure on each line will be determined by the Underwriter's formula which is;

Nozzle pressure equals Engine pressure divided by (1.1 plus K x L).

Where K is a factor depending upon the diameter of hose and diameter of nozzle and L, the number of 50 foot lengths of hose in the line.

Taking the 400 foot length as an example, nozzle pressure equals 125 divided by (1.1 plus .248 x 8).

Here K equals .248 and L equals 8.

Nozzle pressure solves out to be 40.5 pounds.

In the case of the second line, nozzle pressure equals 125 divided by (1.1 plus .248 times 6).

That solves out to be 48.3 pounds.

Thus the nozzle pressure on the shorter line is greater than on the 400 foot line by 7.8 pounds which is the difference between 40.5 and 48.3 pounds.

The discharge in gallons per minute from any nozzle is found by the following formula:

Discharge equals 30 x d x d x square root of pressure. Where d is the diameter of the nozzle in inches.

In the case of the 400 ft. line of hose where the pressure is 40.5 pounds, discharge equals 30 x 1¼ x 1¼ x the square root of 40.5 or 30 x 1¼ x 1¼ x 6.35, giving 298 gallons per minute.

With the second line, the 300 ft. one, the discharge equals 30 x 1¼ x 1¼ x square root of 48.3 or 30 x 1¼ x 1¼ x 6.95, giving 326 gallons per minute.

Answer 8. In a newly constructed theatre with a capacity of 1200 the following fire protection appliances should be included:

Fire curtain over proscenium arch; stage vents over stage and to operate automatically; sprinklers over stage; stand pipes in stage section of theatres; the following is about the arrangement of the first aid appliances; there should be on each side of the stage two axes, one 20 ft., one 15 ft., and one 10 ft. hook, as designated by the fire department. On each side of the stage, under the stage, on each fly gallery also in property and other storerooms and in each workshop there should be kept for immediate use one approved extinguisher and one 40 gallon cask filled with water, also six fire pails. There should be provided at least three approved soda and acid extinguishers for each tier of the auditorium. In addition to the above equipment some of the modern theatres are provided with automatic alarm systems and direct connection to fire department alarm system.

Answer 9. It is assumed that protection for openings such as windows and doors are referred to in this question. For protection against fire from adjoining buildings, metal shutters both to cover the windows and doors are considered of greatest value. Then the next order is the wire glass window; finally, water curtains are very satisfactory for this purpose but the expense of maintaining them and the close supervision at all times to make sure that they are in operable condition, puts them third in the list. Automatic sprinklers, while not serving as a medium of checking a fire from entering a building, are very effective in preventing fire from gaining a hold. The moment temperature within a building, due to an exposure fire, reaches a dangerous point the sprinklers let go and keep the property wetted down. The damage done by water from such sprinklers would make them less desirable than iron shutters or similar types of protection.

Morton Heads Vermont Firemen

The convention this year of the Vermont State Firemen's Association in St. Albans, was one of the best attended gatherings in the history of the association. A large program of entertainment was arranged for the visitors. There was a banquet and a dance for the delegates and the ladies. On one of the afternoons the visitors inspected the plant of the Mississquoi Pulp and Paper Company, the largest manufacturing plant in the state.

The officers elected at the close of the thirty-eighth annual convention are Edward A. Morton, St. Albans, president; T. D. Keery, St. Albans, W. H. Towne, of Morrisville, W. E. Sears, of Bennington, H. H. Green, Newport and R. E. Way of Manchester, vice-presidents; E. D. Moore, Bennington, secretary; Lowell C. Grant, Burlington, treasurer; A. H. Koltonski, Rutland, E. W. Colvin, Poultney, D. A. Carmody, Fair Haven, C. H. Jillson, Montpelier, and A. R. Pellister of Rutland, members of the executive committee. The executive committee will select the place of the next convention.

Col. Waldo of New York, Dead

Former Fire Commissioner Rhinelander Waldo, of New York city, died on August 14 in his home as the result of septic poisoning from which he had been suffering since August 1926.

Physicians attribute his early death to the hardships that he underwent as a youthful officer in subduing the natives during a campaign in the Philippine Islands.

He was born on May 24, 1877, a member of a prominent New York family. He was educated at the Berkeley School and later graduated in 1899 from the Columbia University School of Mines. Waldo never turned to engineering, but then entered the Military Academy at West Point. Shortly after his graduation from there he was promoted to first lieutenant and his regiment ordered to the Philippines to serve all through the Luzon campaign. When the police constabulary was organized, Waldo was assigned to it with the rank of captain.

With the ending of the Moro campaign in 1905, he resigned his commission and returned to New York City where he was appointed police commissioner. On January 1, 1910, he was made fire commissioner, and one of his first tasks was to restore the awarding of medals to firemen who proved themselves heroes in the line of duty. He also was active in the organization of the Fire College.

Because of politics, he was forced to leave the city office. Col. Waldo held a commission as major in the infantry officers' reserve corps in 1916 and entered the World War as a major in the 301st infantry. After discharge from the World War, he was commissioned as colonel in the reserve corps.

He died at the age of fifty. With him at the time of his death was his wife, whom he had married in 1910.

Three Thousand New Members for I. A. F. C.

(*Continued from page* 896)

est value when it serves to notify a traffic officer stationed at or near the intersection.

Mr. Booth concluded his remarks by suggesting that a strong standing committee be appointed to continually work on the traffic problem.

The Other Side of the Story

In order that the delegates present might secure the benefits of the experience of those engaged in the manufacture and use of automotive equipment, Mr. Booth suggested that Mr. David Fenner be asked to make a few remarks. Mr. Fenner, an official of Mack Trucks Inc. (International Motor Company) and a

Exhibit of Fireproof Shingles by the Johns-Manville Corporation

representative of the Motor Vehicle Conference Committee made a short address, which will be reproduced in next week's issue.

He expressed his hope, in closing, that the Conference would be able to cooperate closely with the International Association of Fire Chiefs, as well as with the International Association of Police Chiefs in an effort to develop a practical method of meeting the control of the emergency situation in so far as traffic on streets was concerned.

A Suggestion by Chief McAuliffe

Chief Frank McAuliffe, of the Chicago Fire Patrols, and a member of the traffic committee appointed at the New Orleans convention last year, made the following suggestion on the traffic situation:

It is an undeniable fact that any plan that tends to speed up traffic and alleviate congestion is an aid to the efficient movement of fire apparatus. Up to a certain point simple uniform traffic codes are necessary and desirable. However, I believe that each city has its own peculiar traffic problems and must deal with them individually. No general rule for our purpose can be laid down against parking in a business center, for example, or for the blowing of fixed sirens on street corners.

The fact remains that national traffic conferences cannot deal effectively with conditions that are essentially local. Every city or region should have a traffic bureau, and should provide for continuous study of traffic questions including that in which we are so vitally interested, namely, the movement of fire apparatus.

Chief Jenkins Absent

Chief L. V. Jenkins, of the Portland Police Department, was on the program to discuss the traffic problem, but was unavoidably detained. But he forwarded the following communication regarding an ordinance in force in Portland:

August 9, 1927.

Mr. President and Members of the International Association of Fire Chiefs:

In talking upon the subject of traffic interfering with fire apparatus, I wish to state that two years ago, through the efforts of Commissioner Bigelow and Chief Holden, we were able to have an ordinance passed which has aided greatly in remedying the situation. This ordinance reads as follows:

"It shall be unlawful for the driver of any vehicle other than one on official business to follow any fire apparatus traveling in response to a fire alarm closer than five hundred feet or to drive into or park such vehicle within the block where fire apparatus has stopped in answer to a fire alarm or within three blocks of a point where the fire is in progress."

The fire and police departments have for a number of years cooperated very closely. The fire department has allowed us to establish police booths in their fire houses at various points throughout the city, thus enabling the officers to be in touch with the fire situation better than heretofore. The officers in these stations can answer the call as it comes in and in case the call is from a house where no booth is located, they can get the location as it comes in over the tape at their house.

Chief Holden and I cooperate closely at all times and Commissioner Bigelow, Chief Holden and I often go on fishing trips together. I, of course, am the best fisherman!

I want each and every delegate to know that the police department is behind your organization to a man.

L. V. JENKINS.

Traffic Papers to Be Printed

Following the reading of the papers on the traffic situation, Mr. Booth suggested that they be incorporated in a pamphlet and mailed to all fire chiefs in the country, and further offered to have this work done by the National Board of Fire Underwriters without cost to the Association.

A vote of thanks was extended to Mr. Booth for this offer, which was accepted.

The convention also extended a vote of thanks to Chief Kenlon and the other authors of papers on traffic control.

Chief Scott on Preparedness

The second topic on the afternoon program was devoted to "Preparedness for Major Disasters," and a very interesting and instructive paper on this subject was presented by Chief Ralph J. Scott of the Los Angeles Fire Department. This paper will be printed complete in a later issue of this journal.

Arson Investigations

W. A. Groce, Assistant State Fire Marshal, of Olympia, Washington, was the next speaker. His topic "Arson Investigations" proved one of unusual interest. He outlined the essential steps in the apprehending of incendiaries, and cited several unique methods of starting fires as employed by "firebugs." This paper will be printed in a later issue of FIRE ENGINEERING.

District Associations Banquet

The full convention strength of the various District Associations was shown at the District banquets at the Multomah Hotel on Tuesday evening. This affair was a big success, and spoke volumes for the organizing ability of our Executive Secretary, Jay Stevens. Not only did the delegates enjoy a very

Wausau Fire Hose Protectors Displayed at the Convention.

pleasant evening, but they were afforded an opportunity of meeting brother chiefs working in the same fields as themselves.

Eight Nipped by "Snapping Turtles"

A midnight initiation of eight members into the Royal Order of Snapping Turtles carried the day's activities well over into Wednesday morning. This fraternity, which was developed by the Pacific Association to provide a means for its members to release their pent-up energies or emotions, is indeed exclusive, although a ladies' auxiliary is now being considered. Those fortunate enough to secure the exalted degree of "H. A." included Mayor Al. Sunderland, of Fresno, Calif.; Fire Marshal Clare Lee, of Oregon; Chief Ernest Beckert, of West New York, N. J.; F. L. Lilburn, Roseburg, Ore.; F. S. Glover, Portland; Chief G. Haggerty, Berkeley, Calif.; J. T. Goodman, Salem, Ore.; Chief Geo. Cash, Bonners Ferry, Idaho; Comr. C. S. Halverson, Bremerton, Wash.; E. G. S. Pryor, Resident Engineer,

Underwriters' Laboratories, Seattle, Wash.; Fred Shepperd, New York.

About five hundred convention guests witnessed the ceremonies, which were held in the Municipal Auditorium.

Wednesday for Exhibitors

With the exception of a short business session in the morning, and an evening business program, Wednesday was given over entirely to exhibitors. Demonstrations featured the larger portion of the day.

The program of demonstrations was as follows:

Demonstrations, Wednesday, August 10, 1927

10:00 a. m. First Aid demonstration by rescuing squad by Fresno Fire Department. Main Auditorium Hall immediately following adjournment of session.

10:30 a. m.—Demonstration of Sherk Life Belt by Captain Sherk of Portland Fire Department on fire escape on Second Street side of Auditorium

11:00 a. m. Mines Safety Appliances Co. of Pittsburgh, Penn. H. H. Inhalator in basement of Exhibit Hall of Auditorium.

11:30 a. m. American Steam Pump Co., Battle Creek, Mich., in basement Exhibit Hall of Auditorium.

1:30 p. m. Eastman Bros., Silverton, Oregon. Demonstration of fire escape, in Tenth Exhibit Hall on Clay St. side of Auditorium.

2:00 p. m. Ahrens Fox Fire Engine Co. ladder truck demonstration, by A. G. Long Co. of Portland, Ore., Market St. side of Auditorium.

2:30 p. m. Demonstration of diving in river from Fireboat No. 1, using Gibbs Oxygen & Breathing Apparatus, by Capt. John Ries. Water and Mill Sts.

3:00 p. m. American Foman Co., Inc., Philadelphia, Penn., demonstrating the extinguishment of oil fires, at Water and Mill Sts.

3:30 p. m. Wallace MacGregor, Berkeley, Cal., demonstrating turrett nozzle. Water and Mill Sts.

4:00 p. m. Fomite Childs Corp. of Utica, New York, demonstrating extinguishment of oil fires. Water and Mill Sts.

4:30 p. m. Anchor Bros. Co., 145 Stewart St., San Francisco, Cal., demonstrating water circulators.

5:00 p. m. A. J. Norris Hill, San Francisco, Cal., demonstrating fireproof shingles, at Water and Mill Sts.

(NOTE—*The remainder of the report on the convention, including the Wednesday evening session and those of Thursday and Friday, will be concluded in the next issue of* FIRE ENGINEERING. —EDITOR.)

Excerpts from the report of Chief Albert Herring, as Chairman of the Exhibit Committee, and from that of the Committee on State Vice Presidents follow:

Exhibit Committee Report

As chairman of the Exhibit Committee, I wish to make the following report:

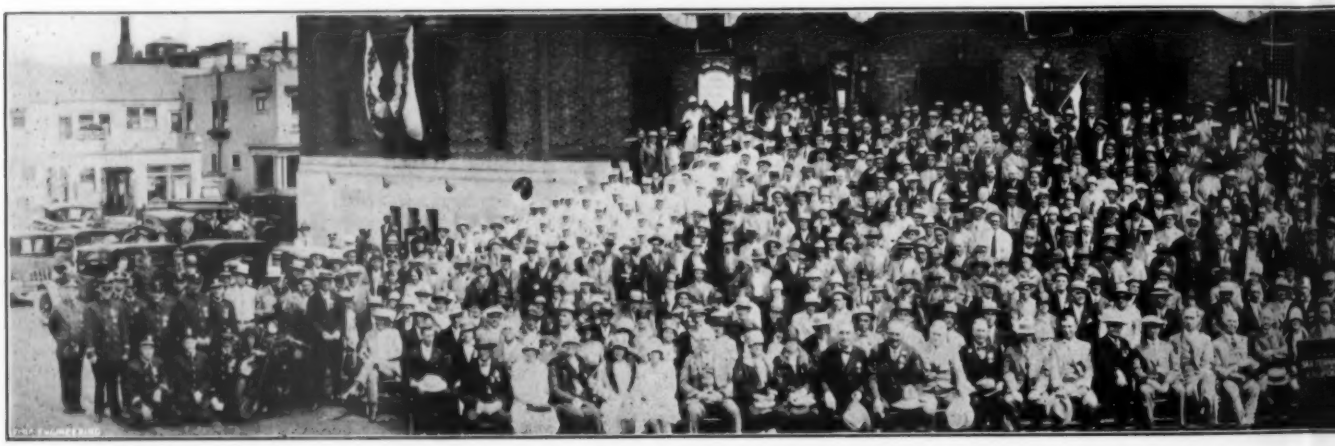
All of the available floor space in the main Exhibit Hall has been sold and taken. We found it necessary that the second floor of the Portland Auditorium be used for taking care of exhibits, it was also necessary that the Local Committee of the City of Portland, furnish the Exhibit Committee with Tents to take care of Exhibits.

The main exhibit hall has 27 Exhibits, covering 9132 sq. ft. floor space; the second floor has 12 Exhibits, covering 1087 sq. ft. floor space; the tents have 22 Exhibits, covering 3867 sq. ft. floor space.

ALBERT HERRING, *Chairman.*

Exhibitors at the Portland Convention

Indian Motocycle Company, Springfield, Mass.
Ahrens Fox Fire Engine Company, Cincinnati, Ohio.
J. N. Hedberg, San Jose, Cal.
Gamewell Company, Newton Upper Falls, Mass.
Foamite Childs Corporation, Utica, N. Y.
Eureka Fire Hose Company, New York City.
Kilsoot Chemical Company, New York City.
Mine Safety Appliances Company, Pittsburgh, Pa.
Wheeler, Schebler Carbureter Co., Indianapolis, Ind.
American LaFrance Fire Engine Co., Elmira, N. Y.
American Steam Pump Company, Battle Creek, Mich.
Seagrave Corporation, Fire App., Columbus, Ohio.
Siracode Signal Corporation, San Francisco, California.
M. Greenberge Sons, San Francisco, California.
International Motor Company, New York.
Wallace McGregor, Berkeley, California.
Ever Safe Voltage Tongs Company, San Francisco, Cal.
Eastman Brothers, Silverton, Oregon.
Johns Mansville Corporation, New York.
Munnell & Sherrill, Portland, Oregon.
C A M Manufacturing Company, San Francisco, California.
Kohler Company, Kohler, Wisconsin.
U. S. Gypsum Company, Chicago, Illinois.
The Morkrum, Kleinschmidt Corp., Chicago, Illinois.
S. & M. Lamp Company, Los Angeles, California.
Hensler Valve Company, Seattle, Washington.
General Fire Equipment Company, Portland, Oregon.
B. & M. Siren Company, Los Angeles, California.
Fire Engineering, New York City.
Cap't. A. L. Sherk, Portland, Oregon.
The Phister Manufacturing Company, Cincinnati, Ohio.
American Rubber Company, Oakland, California.
Equipment Sales Corporation, Los Angeles, California.
C. G. Braxmar Company, New York City.
Anchor Brass Company, San Francisco, Cal.
American Fomon Company, Philadelphia, Pa.



The Large Number of Members and Their Friends Who Attended the Annual Convention of the International Association of Fire C

The P & B Mfg. Co., St. Louis, Mo.
Stutz Fire Engine Company, Indianapolis, Ind.
A. J. Norris Hill Company, San Francisco, Cal.
Volcski Tool Company, Portland, Oregon.
A. C. Weber Fyr-Fyter Company, Portland, Oregon.
W. J. Cammack, Los Angeles, Cal.
Northwestern Mutual Fire, Inc., Portland, Oregon.
Chas. W. Ricker, Mt. Vernon, Washington.
U. S. Forestry Service.
Fire Marshal's Office, Portland, Oregon.
Water Department, Portland, Oregon.
Mrs. R. Atkinson, Oakland, California.
C. C. Bogardus, Los Angeles, Cal.
Wausan Fire Hose Protector, Minneapolis, Minn.
Gladding McBean & Company, Portland, Oregon.
Elkhart Brass Mfg. Company, Elkhart, Ind.
M. E. Hayman, Milwaukee Oregon.
Tufoak Product Company, Oakland, California.
Hub Lite Company, Portland, Oregon.
Harrington-Seaberg Corporation, Moline, Ill.
Tysun Remedies Company, San Francisco, California.
Automatic Coal Stoker Company (Iron Fireman), Portland, Ore.
Eddy Valve Company, Waterford, N. Y.
Baker-Smith. Portland, Oregon.
Waterized Products Co., San Francisco. Calif.

Total number of exhibits, 61; Total feet of exhibits, 14,086; total amount paid, $1,408.60.

Committee on State Vice Presidents

The report of the Committee on State Vice Presidents included the following names as recommended for the office of state vice presidents in the states noted:

Alabama—L. B. Hill
Alberta, Canada—James Smart
Arizona—W. J. Nemeck
Arkansas—Chas. S. Hafer
British Columbia—D. A. Gardiner
California—W. T. Steinmetz
Colorado—J. F. Healey
China—M. W. Pett
Connecticut—John C. Moran
Cuba—Rico-n L. Azcareta
Delaware—W. J. Lutz
Dist. of Columbia—Geo. S. Watson

Florida—C. P. Townsend
Georgia—D. B. Copeland
Hawaii—Chas. H. Thurston
Idaho—John Boyd
Illinois—Jas. E. Beaman
Indiana—J. Hutsell
Iowa—Ray Tiller
Japan—S. Doi
Kansas—F. P. Moore
Kentucky—E. C. Cureton
Louisiana—R. A. Bogan
Maine—O. T. Sanborn
Manitoba—Jas. Dickson
Maryland—Aug. Emrich
Massachusetts—S. R. Allen
Michigan—A. M. Jaeger
Minnesota—W. E. Cudmore
Mississippi—L. F. McDonald
Missouri—H. G. Regan
Montana—Jos. Cranney
Nebraska—Louis Hansen
Nevada—F. C. Krenkel
New Hampshire—A. W. Spring
New Mexico—
New Jersey—K. F. Pierce
New York—C. S. Coombs
N. Carolina—W. H. Palmer
N. Dakota—J. W. Sutherland
Nova Scotia—J. W. Churchill
New Brunswick—W. S. Vaughn
Ohio—T. J. Gough
Oklahoma—Geo. B. Goff
Ontario—Robert Dey
Oregon—Ivan Pearson
Panama—John A. Guizado
Pennsylvania—
Phillipine Islands—Wm. A. Dawes
Quebec—R. N. O. Harrington
Rhode Island—F. Charlesworth
Saskatchewan—J. E. Faithfull
South Carolina—H. B. Wells
South Dakota—W. A. Sloan
Tennessee—J. W. Weaver
Texas—John T. Sullivan
Utah—Walter Knight
Virginia—R. A. Alexander
W. Virginia—Ed. A. McGranahan
Washington—Harry Clarke
Wisconsin—Wm. R. Trotter
Wyoming—Percy Hoyt

The report was adopted as presented.

New Honorary Members

The Committee on Credentials presented the names of the following for election to honorary membership in the Association in recognition for services performed:

Geo. Kleiser, who made available the outdoor billboards for use by the Association.

Judge Jacob Kanzler, Chairman of the Convention Committees.

Chief Jos. Wood, Treasurer of the Pacific Coast Association of Fire Chiefs.

The report of the committee was accepted unanimously bestowing upon those mentioned honorary membership.

Philadelphia Gets Convention

The contest for next year's meeting opened with Chicago, Philadelphia, St. Paul, Hamilton, Ontario, and London, Ontario, in the field. The first ballot showed Philadelphia the winner by a big margin.

All Officers Elected Unanimously

It is a very interesting fact that all officers elected for the coming year went in with unanimous vote. Although there is rarely a contest for the offices of President and First Vice-President, the Second Vice-Presidency always brings forth competition. It is significant that this year no one was named against Chief Ralph Scott, of Los Angeles, for the honor.

Officers elected were as follows: President, Chief Ross B. Davis, Philadelphia; 1st Vice-President, Chief John Evans of New Orleans; 2nd Vice-President, Chief Ralph Scott, of Los Angeles; Treasurer, Chief Peter Carter, of Collingswood, N. J.; Recording Secretary, Chief J. J. Mulcahey, Yonkers, N. Y.

(NOTE—*For list of those who attended the Chiefs' Convention, see page* 908.—EDITOR.)

Missouri Inspection Has House Organ—The Missouri Inspection Bureau has started a house organ known as the "Firerater." George C. Halbruegger is editor and Dorothy Dodson, illustrator and assistant editor.

CONVENTION REGISTRATION SYSTEM PROVES HIGHLY EFFICIENT

At No Time Was There a Waiting Line—Delegates Handled With Remarkable Speed

IT may seem a small matter—that of registering the convention delegates—but several of the past conventions have shown it to be of major importance.

Nothing is more disagreeable to newly arrived and tired travelers than to have to stand in line for maybe half an hour to sign up and pay up.

There was no room for complaints this year. Secretary Jay Stevens saw to that. He developed and put into operation a registration organization that proved a model of efficiency. As fast as the delegates arrived they took their positions in front of three fast typists who filled out the application cards in typewriting and also made the name-slips for insertion in the badges.

From there the delegates stepped to the cashier, who was equipped with an up-to-date cash register and deposited the fee and had application cards receipted. The cards so stamped were presented at the next booth where they were turned in in exchange for badges and convention entertainment tickets.

Subsequently two duplicates were made of the application cards, and which duplicates were filed and cross filed in the information office, so that at any time it was possible to instantly locate any delegate or guest by name or geographical location.

on of Fire Chiefs Held in Portland, Ore., Became Enthusiastic Boosters of the Excellent Program That Was Arranged by the Local Committee.

This registration system certainly proved highly successful, and it should be reproduced at succeeding conventions.

And, incidentally, no little praise is due Deputy State Fire Marshal L. B. Davis of Salem, Oregon, for his part in the work. His skill for organization contributed very largely to the commendable results of the registration system. From early morning to late at night his watchful eye kept things moving smoothly, much to the satisfaction of everyone whom he served.

W. E. Price Stricken at Convention

Walter E. Price, of Champaign, Ill., for many years chief of the fire department of that city, and for several years president of the Illinois Firemen's Association, was stricken with apoplexy shortly after arriving in Portland to attend the Chiefs Convention.

Mr. Price had been a very active member of the International Association of Fire Chiefs, and although well along in years attended the conventions regularly. He had looked forward with particular pleasure to attending this year's convention and for several months had been making plans to be present.

His condition is reported to be serious.

Foamite-Childs to Handle FRX Fire-Gun Extinguisher—Announcement is made that the Fire-Gun No. 4 carbon tetrachloride fire extinguisher, made by the FRX Company, of Norwalk, Ohio, will be marketed by the sales organization of the Foamite-Childs Corporation. This type of extinguisher was shown in an illustration appearing on page 872, of FIRE ENGINEERING, August 10 issue.

CLOSED STEEL SHUTTERS AND DOORS HAMPER FIREMEN IN BIG BLAZE

Philadelphia Business Building is Practically Gutted—Chop Holes in Walls of Adjoining Structures to Fight Fire

A THREE alarm fire which called out all of the central city fire apparatus of Philadelphia, Pa., and threatened with destruction for a time the block bounded by Chestnut, American, Ionic and Third Streets, occurred at 4:51 p. m., August 3. The fire, which was of unknown origin, started in the basement of the building 238 Chestnut Street, beneath the store of the Leedom Furniture Company and quickly spread to the rooms of the company above and to those of the dry goods house of H. & W. H. Lewis, on the floors above.

The first alarm was received by telephone, and the first companies to arrive experienced considerable difficulty in effecting an entrance, as the windows were closed by steel jacketed shutters. An iron gate in the rear was finally forced, and the fire was attacked on all sides. On his arrival, Deputy Chief Jacob Walbert, acting chief of the department, in the absence of Chief Davis, ordered a second and third alarm, bringing into service

Philadelphia Firemen Fighting Big Furniture Blaze, in which Building was Gutted

eight chief officers, 20 company officers and 142 men. The apparatus consisted of eleven American-LaFrance and two Seagrave pumpers and wagons; two American-LaFrance Aerial trucks; two Seagrave trucks; one Mack and one Commercial Electric high pressure cars and one American-LaFrance water tower. The hydrants, of which there were plenty available, consisted of 6-inch, single and double, spaced about 100 feet apart, the high pressure being 175 lbs., and the low pressure, 40 lbs. Seven high pressure hydrant streams and ten engine streams were thrown, with nozzles ranging in size from 1¼ to 1½ niches. The dimensions of the street mains were 20 and 12 inches, and there were 1,050 feet of 3½; 9,000 feet of 2½ and 250 feet of ¾ inch hose laid. There was plenty of pressure to supply engines and hydrants.

Two historical buildings were at first thought to be in danger. One of these was the first "skyscraper" ever built in Philadelphia, the Jaynes Building, regarded with wonder when it was erected years ago. Another was the two and one half story brick and stone store and dwelling, said to be the oldest structure in the city, having been erected in 1692. Both of these buildings, however, were undamaged by the flames. At the early stages of the fire, when the Jaynes Building and a restaurant were threatened with destruction, the firemen broke through the walls of each into the burning structure, and were thus enabled to hold the fire until their comrades could effect an entrance through the steel doors and shutters.

The building burned was of concrete and it was pointed out by Chief Walbert that, in spite of the fact that it was fully half a century old, the walls had been held up well and there never had been any danger of their collapse. The building was one of the first in the city to be constructed with concrete walls. It was six stories in height and covered an area of 40x200 feet. The fire burned for five hours and twelve minutes, and was confined to the building of origin. The loss was estimated at from $100,000 to $200,000.

WHAT'S BURNING

THE following list includes fires of $25,000 loss and over in the United States and Canada, for the periods designated in the headings. These figures, compiled from telegraphic reports, are based on estimates made at the time, and are subject to later investigation and consequent revision. Taken as a whole, however, they give an approximately correct view of the losses incurred. The figures represent loss in thousands.

Week Ending August 12

ROSEMARY, N. C.—Rosewood-Roanoke Rapids Laundry near Roanoke Junction 25
RICHMOND, IND.—F. & N. Lawn Mower Factory damaged.. 25
PORT HURON, MICH.—Yader Bridgeworks factory destroyed 400
ST. LOUIS, MO.—Truck filling plant of Standard Oil Co..... 40
HOLLISTER, CAL.—Warehouse, Lathrop Hay & Grain Co... 30
NEW HARTFORD, N. Y.—Kolenade, dining and dancing, Seneca Turnpike 25
NEW BUFFALO, MICH.—Stock of Schmidt Drug Store..... 30
PIERCE JUNCTION, IND.— Well No. 5, Rio Bravo-Settegast.. 25
PHILADELPHIA, PA.—238 Chestnut Street damaged..... 80
SPRINGDALE, CONN.—Main Bldg. of Stamford Rolling Mills.. 40
OSKALOOSA, IA.—Plant of Turner Simplicity Engine Co.... 90
BUFORD, GA.—Store room of Bona Allen, Inc. damaged..... 25
MARBLEHEAD, MASS.—Boat yards of James E. Graves damaged 30
BASTROP, LA.—Four stores in Madison Street..... 35
DALLAS, TEX.—Loew's Melba Theatre damaged..... 150
MASON CITY, IA.—Joe Goss furniture store damaged..... 60
DEXTER, IA.—Grain elevator of B. C. Hemphill destroyed... 25
SPOKANE, WASH.—Warehouse of Western Pine Mfg. Co.... 60
NEW ORLEANS, LA.—Green Mill Inn destroyed..... 25
BANGOR, ME.—Buildings at 48-50 Main Street damaged... 25
AMESBURY, MASS.—Buildings at 52 and 54 Main Street... 25
PITTSBURGH, PA.—Building at 301 Wood Street damaged.. 40
BRIDGEVILLE, PA.—Garage of Colussy Motor Company.... 80
CHICAGO, ILL.—Bohnsack Brick Co. plant..... 500
FAR HILLS, N. J.—Coach Barns of Grant Schley..... 30
BERNARDSVILLE, N. J.—Property of R. V. Lindabury..... 65
WILLIAMS, CAL.—Abbot Mine damaged..... 40
SANDUSKY, O.—Sandusky Boat & Cabinet Works destroyed... 400
BRISTOL, CONN.—Main street block damaged..... 25
SPARTA, GA.—Jewell Cotton mill damaged..... 250
BACCHUS, UTAH.—Hotel of Hercules Powder Co. destroyed... 25
NASHWAUK, MINN.—The Patrick Washing Plant..... 80
SANTA BARBARA, CAL.—Yards of Santa Barbara Lumber Co. 80
DENVER COLO.—Auto Row damaged..... 150
E. ST. LOUIS, ILL.—Grain elevator of Black & White Milling Co. 100
BRISTOL, CONN.—Rosenfeld Bldg., N. Main St..... 25
HANNIBAL, MO.—Bldg. of J. B. Robinson Poultry Co..... 25
SALEM, MASS.—Shop of John E. Kimball & Bro..... 25
NEW KENSINGTON, PA.—Dwellings of Diamond Coal & Coke Co. 25
DALLAS, TEX.—Howell Furniture Co. Bldg..... 80
SACRAMENTO, CAL.—New State Theatre destroyed..... 325
CHALMETTE, LA.—New Orleans Terminal Co. grain elevator. 40
LONG BRANCH, N. J.—Mill of Van Hise, Davidson & Co..... 25
CLEVELAND, OHIO—Luna Park Stadium destroyed..... 700
FORT WORTH, TEX.—Bldg. of Ladd Furniture Co..... 40

Week Ending August 19

SANTA ROSA, CAL.—Hartsook Grove Inn, post office, on Redwood highway 98
SOUTH BEND, IND.—University of Notre Dame dairy farm bldgs. 35
BROOKLINE, MASS.—Unoccupied residence..... 30
LONDON, ONT.—Dry lofts of Hyman Tanner..... 195
PITTSTON, PA.—Junk yards and bldg. of Harry Marks..... 22
NORFOLK, VA.—Home of Capt. J. D. Leitch..... 25
WESTPORT, N. Y.—Two barns at Split Rock..... 50
RED ROCK, TEX.—Five business houses destroyed..... 28
JACKSON, MISS.—Belhaven college destroyed..... 345
REGINA, SASK., CAN.—Warehouse of Smeed's Security Storage and Transfer Co..... 25
DIXON, ILL.—Barn at State Colony farm..... 30
LELAND, ILL.—Farm buildings and equipment of E. Haveman. 25
HOUSTON, TEX.—Shipping Board steamer West Quechee damaged 97
PESHTIGO, WIS.—Peshtigo Paper Co.'s plant damaged..... 25
OWATONNA, MINN.—Factory of Creamery Package Mfg. Co.. 95
ASHEBORO, N. C.—Old Dominion Box Co.'s plant..... 35
BERNARDSVILLE, N. J.—Barn on F. C. Lloyd estate near here 45
CHICO, CAL.—Main bldg. of State Teachers' College..... 495
VIVIAN, W. VA.—Five dwellings and adj. bldgs..... 30
VANCOUVER, B. C.—McNair shingle mill damaged..... 50
CLOVIS, CAL.—Lillie Francis Hotel gutted..... 25
DETROIT, MICH.—Bldg. and stock of Schulze Baking Co..... 95
CLIMAX, MICH.—Barn on farm of H. O. Wagner destroyed.... 25
MITCHELL, S. D.—W. C. Metcalf Clothing Store gutted..... 25
PLASTER CITY, CAL.—Mill and packing plant of Pacific Portland Cement Co..... 195

CHICAGO, ILL.—Plant of Elsmere Mfg. Co. & Belden Cabinet Co. 148
WASHINGTON, TEX.—Hopper Lumber Co.'s lumber yard..... 30
HEBER SPRINGS, ARK.—Gen. mercantile bldg. of J. R. Shearer 25
ANDALUSIA, ALA.—Power house of Andalusia Light & Power Co. 90
BELLEVILLE, ILL.—Residence of S. Morrison at Royal Heights 40
INDIANAPOLIS, IND.—Two barns at country estate of H. J. Lacy 25
BROOKSVILLE, FLA.—Three-story Weeks bldg. damaged..... 40
EL DORADO, ARK.—Bldg. occupied by J. F. McWilliams Motor Co. 75
ARKADELPHIA, ARK.—Clothing stores and three adjoining places 38
FLORA, IND.—McCorkle grain elevator 35
VICTORIA, B. C.—Oak Bay Golf Club destroyed..... 25
COURTLAND, CAL.—Chinese section of town destroyed..... 195
BROOKSIDE, W. VA.—Barn at F. Amrine farm destroyed..... 30
EAST ST. LOUIS, ILL.—Mill of Black & White Milling Co.... 150

CORRECTION: In July 13th issue item under heading Bluefield, W. Va., should read Springton, W. Va.: Community Welfare Bldg. and adj. property—loss 40.

NEW TYPE OF CENTRIFUGAL PUMPER SHOWN AT PORTLAND CONVENTION

Employs Series-Parallel, Multi-Stage Centrifugal Pumps; Wide Wheel Base; Low Center of Gravity

AMONG the apparatus displayed at the recent Portland convention was a new type of centrifugal pump-equipped fire truck, built by Mack Trucks, Inc., of New York.

The most unusual feature of this machine is the design of the pump. Instead of the conventional single pump, the machine is provided with two separate pumps which may either be operated in parallel or in series.

When operated in parallel they give capacity, and when run in series, high pressure is secured. The process of changing from one arrangement into the other consists of closing or opening a plug valve, which gradually produces the change and makes it unnecessary to change gears or change the speed of the motor. In other words, the change is effected through a two-position valve without altering the position of the engine throttle while pumping, and, as the centrifugal pump is not a positive displacement unit, the change does not subject any part of the apparatus to shock.

The pump primer is automatic and operates continuously with the pump. In addition to serving as a primer, it also removes any air which may enter the suction pipe.

At an Underwriters' test the pumper showed a discharge of 1,025 gallons per minute at 122.1 pounds pressure (pumps operating in parallel) with a suction lift varying between 13 and 16.3 feet.

The finished truck embodies other radical features. It is swung lower, is wider and has four speeds forward and one reverse. The tread is 77 inches. It is also equipped with four-wheel brakes, a new departure in fire truck equipment. The brakes are mechanically operated, internal expanding.

The driver's seat is wide enough for three men, which is intended to keep the man off the running board near the front end of the machine. The new truck attracted considerable interest at the convention.

Demonstrations on Schedule

At past conventions it has been the exception rather than the rule to have demonstrations and tests of apparatus carried out on schedule. But this year's meeting at Portland proved the exception.

Definite hours were set for the various demonstrations and they adhered closely to the schedule. Secretary Stevens had no little trouble in pleasing everyone, but the program as arranged accomplished this very well. Commendation was heard on all sides. The schedule appears elsewhere in this issue.

Division Dinners a Real Feature

Contrary to what many of the officials of the Association believed, the first annual banquet of the Divisional Associations proved a huge success. It had been rumored that this innovation would fall flat and do more harm than good.

But Secretary Stevens saw otherwise. Not only did they turn out in full force, but everyone had a thoroughly enjoyable time. Very nearly one hundred per cent of all delegates from each of the districts were present.

Probably the greatest effect of the Sectional Banquet was the bringing together of the men from each section. In this manner they were made aware of the strength of their own sections and given the confidence which the presence of a large number of men produces.

Here's a feature which should be included in future conventions.

Former Newark Fire Risk Bureau Head Dead

Captain C. Albert Gasser, formerly head of the bureau of combustibles and fire risks of the Newark, N. J., Fire Department, died at the New Jersey Home for Disabled Soldiers, Kearney N. J., of which institution he was the superintendent, on August 15, after a long illness.

The Late Captain C. Albert Gasser

Captain Gasser was born in Newark, March 31, 1873. He was graduated from the primary, grammar and high schools of the city and began his business life as an office boy in the Sunday Call office, learning the printing trade with that newspaper. After this he served with the Newark *Journal* and the Newark *Daily Advertiser*, going through all the grades from reporter to managing editor. This position he relinquished in 1903 to become private secretary of Mayor Doremus, with whom he was associated for four years. He was appointed as head of the bureau of combustibles and fire risks of the Newark Fire Department in 1907. In 1916 Capt. Gasser passed an examination for deputy chief of the fire prevention bureau of New York City, finishing first among sixty-eight who took the test. He, however, declined the appointment to the office.

The deceased was very active in fire prevention work and his exhibits of fire hazards in connection with Fire Prevention Week in Newark, were copied all over the country, especially his store-window displays. He wrote many articles on the subject for FIRE AND WATER ENGINEERING previous to 1922. He received his title from the National Guard of the State of New Jersey, having been commissioned captain of Company K of the First Regiment.

Captain Gasser resigned from the bureau of combustibles and fire risks, Newark, on May 15, 1922, to become superintendent of the Kearney Home for Disabled Soldiers. The funeral services were held at the home on August 16, under the auspices of Franklin Camp, Spanish War Veterans.

McAuliffe Honored at Luncheon

Despite the full program of the Portland convention, and the difficulty of keeping up with the schedule of events, time was found by seventy five of the Association officials and California fire chiefs to do signal honor to Chief Frank C. McAuliffe of the Chicago Fire Patrols.

Chief McAuliffe, although a popular man among all the members of the Association, particularly ingratiated himself to the California group by the unusual courtesies extended to those members who visited Chicago.

It was in recognition of this that the dinner was tendered him.

Mayor Baker of Portland and Jay Stevens made short addresses, and in concluding presented Chief McAuliffe with a handsome badge—a gift of the California chiefs.

Atlanta, Ga., May Re-Organize Districts—Atlanta, Ga., is considering the plan submitted of having four battalion chiefs who would have direct charge of fighting fires in their respective districts.

Chief Carlson Celebrates Anniversary—Chief C. E. Carlson of Tacoma, Wash., has celebrated his thirty-third anniversary of continuous service in the fire department. The chief joined the department on August 4, 1894, as a driver and he was appointed head of the department in 1916.

PACIFIC COAST FIRE CHIEFS HOLD BIG CONVENTION IN PORTLAND

Meet Just Preceding International Convention—Large Attendance—Officers Elected—Sacramento Next Convention City

THE Pacific Coast Association of Fire Chiefs held its thirty-fourth annual convention on September 4 to 6, at Portland, Ore., it being one of the most successful gatherings that the association has ever held. About 300 members were in attendance.

The convention was opened in the public auditorium by the president, Chief George M. Mantor, of Seattle, at 9 a. m. on Thursday, August 4, who called upon the Rt. Rev. Walter T. Sumner, Episcopal Bishop of Oregon, for the invocation. This was followed by an address of welcome by C. A. Bigelow, city commissioner of public affairs and acting mayor of Portland. Commissioner Bigelow pointed to the rapid growth of the association. In 1922, he said, it had about 200 members and three years ago at Seattle it had grown to 600. Now there are 1340 membes in Arizona, California, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, Wyoming, Alberta, British Columbia and Mexico.

Memorial Service

Commissioner Bigelow's address was followed by the service in memory of those chiefs of the association who had passed away during the year. The memorial address was delivered by J. H. Schivley, of San Francisco, chaplain of the association, who paid a feeling tribute to the dead. He said in part:

"This service will not be a true tribute to these dead unless we go away from here better men and women and better citizens, unless we dedicate our lives more truly to the work in which we are engaged, then we can answer the call of the supreme chief with the knowledge that we have left our work well performed We pay tribute to the dead in proportion as we lead better lives, and we know that somewhere, sometime, we are going to meet them again."

Several Papers Read

During the three sessions on this day papers were read as follows: "Use of One-and-a-half Inch Hose," by Chief Thomas R. Baird, Fresno, Cal., "Water Main Extension," by Chief E. L. Sinnex, Montecito, Cal.; "Ladders and Ladder Work," Battalion Chief Robert B. Rogers, Seattle, Wash.; "Supervision of Fires," by Chief George M. Mantor, Seattle, Wash.; address by E. L. Burtner, chairman, Master Mechanics and Shop Superintendents' Division, and "Fire Department Shop Practices," by J. E. McFeeley, superintendent of Machinery, fire department, Oakland, Cal.

There was considerable discussion on general fire department subjects by the chiefs present. The music for the memorial exercises and incidental music at the sessions were furnished by the Los Angeles and Spokane fire department bands.

Arson and Other Subjects on Second Day

Papers that evoked considerable discussion by the chiefs present were read at the Friday session. Among these were "Gas Masks," by H. H. Sanderson, Seattle, Wash.; "Shingle Dry Kiln Fires," by Chief C. A. Swanson, Everett, Wash.; "Industrial Fire Protection in Mills," by Chief C. E. Carlson, Tacoma, Wash., and "Incendiary Fires and Their Investigation," by H. H. Pomeroy, deputy state fire marshal of Oregon. Other subjects treated were "Problems of Volunteer Fire Department matters.

In the evening there was a meeting of those interested in fire alarm telegraph systems, under the chairmanship of C. C. Mulligan, superintendent of fire alarm telegraph, Vancouver, B. C.

Election of Officers on Saturday

Chief Mark E. Ryan, first vice-president of the association, was unanimously elected its president at the morning session on Saturday. Chief Charles R. Graham, Corvallis, Ore., was chosen as first vice-president, and Chief E. F. Coop, Pasadena, Cal., second. In spite of his request to be relieved, Fire Marshal Jay Stevens, was reelected secretary, and Chief Walter E. Culver, Piedmont, Cal., was elected assistant secretary, to relieve Chief Stevens of the burden of the work. Chief Joseph Wood, Renton, Wash., was reelected treasurer. The members of the executive committee were named by President Ryan and will be: Dan Murphy of Stockton, T. J. Cahill of Cheyenne and Thomas Baird of Fresno. J. H. Schively of San Francisco was named chaplain.

Honorary Members Elected

Honorary members of the association were elected because of their service: Albert Herring, Murphysboro, Ill.; Jack Healy, Denver; Jimmy Smith, Tujunga, Cal.; Charles F. Traung, San Francisco, and L. V. Jenkins, Portland.

A Large Crowd and Many Fire Department Bands Were Present At the Convention of the

Sacramento Chosen as Convention City

Several cities asked for the privilege of entertaining the convention next year. Among the principal contenders were Sacramento, San Bernardino, Santa Cruz, Yosemite Park, and others. Sacramento was unanimously chosen, the date of the convention to be decided later by the executive committee.

Ladies Auxiliary Elects

Mrs. R. B. Hawcroft of Reno, Nev., was elected president of the auxiliary of the Pacific Coast Association of Fire Chiefs at its annual meeting at the city hall. Because Chief Hawcroft injured his knee a short time ago he and his wife were not able to attend the convention. Other officers elected were: First vice-president, Mrs. J. H. Carlyle, Vancouver, B. C.; second vice-president, Mrs. Edward Grenfell, Portland; secretary, Mrs. Ina Cooper, Richmond, Cal.; treasurer, Mrs. H. A. Johnson, Ventura, Cal.

Members of the executive committee elected were Mrs. L. B. Canfield, Beverly Hills, Cal.; Mrs. Thomas Baird, Fresno; Mrs. Allie M. Morrell, Redondo Beach, Cal. Second vice-presidents-at-large were Mrs. B. W. Stuart, Victoria, B. C.; Mrs. B. F. Dowell, Portland; Mrs. F. E. Stearns, Bellingham, Wash.; Mrs. Thomas Murphy, San Francisco; Mrs. F. C. Krenkle, Winnemucca, Nev., and Mrs. William Smith, Idaho Falls, Idaho.

Mrs. R. J. Stott, Los Angles, retiring president, conducted the sessions and Acting Mayor Bigelow welcomed the delegates. Music was furnished by the Fresno orchestra. Headquarters of the auxiliary were in the Elks temple.

MODERN ASSIGNMENT SYSTEMS AND DEPARTMENT RUNNING CARDS

How the System of the Portland Fire Department was Improved—Card Index Adopted

By CHIEF LEE G. HOLDEN,
Fire Department, Portland, Oregon.*

THE subject of "Modern Assignment System and Running Cards" is rather a large one owing to the conditions that exist in different departments, but to give a brief summary of what has been done in the Portland Fire Department will answer the question, I think, for every other department.

In the first place, before the installation of a paid department, the volunteers were notified of the location of a fire by a signal system from their tower bell, each city being divided into certain districts and each district designated by certain taps on their fire bell.

The next step on the organization of a partially paid department was the installation of fire alarm boxes distributed around at the most advantageous locations in the city, which necessitated having a list with their locations printed and the companies answering any particular box. A copy of this list being placed in each fire station.

System in Form of Book Adopted

The next step in our department, with the incrossing number of companies necessitated getting out a different system, which was in the form of a book. The information in this book was such that any time a fire alarm from any particular box was pulled, certain designated companies only answered that particular box, leaving the rest of the department subject to further calls either on the same fire or on additional fires. This system was in vogue in this department a great many years, until our friend, Jay Stevens, who was then a battalion chief in this department, conceived the idea of having a card system which made every card in the case visible at a glance.

Greatly Improved Plan Adopted

The work entailed in getting out this system was enormous, inasmuch as it required a measurement from each box in the city to each fire station. The system was so devised that companies answered on the first alarm and if additional alarms came in the succeeding companies could readily see by the assignment cards when they were up for that particular box. In other words, it made the system as nearly automatic as human ingenuity could devise.

Final Card Index Adopted

But, with the continued growth of our department with its increased number of boxes and companies, our card case system soon became rather cumbersome, so that last year, 1925-26, Chief Johnson, who is a battalion chief in this department, conceived the idea of adopting a card index system that we think cannot be surpassed, namely, the Kardex system whereby the different box records are each kept in a separate container with a celluloid face, keeping it absolutely clean, accessible at all times and readily visible to the man on duty in the fire station.

The system of assignment is identically the same as that formerly used with the Stevens card system. The advantages of this system are the visibility of each card in the index, compactness and availability. Another advantage is that different units of the system can be added without taking but very little more room.

Conditions Must Govern Type of System

However, as fire departments are made up of various kinds, from the volunteer, partially paid to the full paid department, the work of getting up an assignment card is necessarily local in its character. In every case local conditions will have to govern.

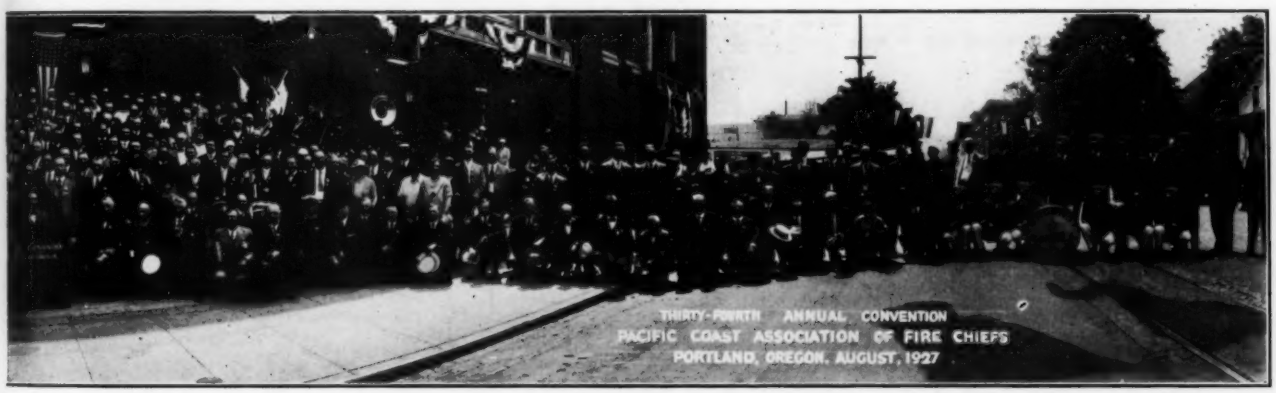
* From a paper read before the annual convention of the International Association of Fire Chiefs at Portland.

California Firemen to Meet

Stockton will be the meeting place of the firemen of California during the four days starting August 24. The California State Firemen's Association will meet in the Civic Memorial Auditorium, and a crowd of 2,500 visitors are expected to attend.

The association throughout the State has 5,300 members, and by the convention date will have 6,000 members.

There are 10,000 firemen on the payrolls of the cities of the State and every hamlet and village has its volunteer fire department, so that interest in the convention and its program is widespread. At Long Beach last year 2,000 attended the convention, including visitors. By reason of the central location of Stockton the local committees are confident that 2,500 visitors will be in Stockton during convention week. All will be guests of the County Fair on closing date of the convention.



Pacific Coast Association of Fire Chiefs Held in Portland, Ore., Prior to the I. A. F. C.

The officers of the California State Firemen's Association are: President, James Radford of San Francisco; first vice-president, A. W. Boothby of Sacramento; second vice-president, J. L. Cates of Los Angeles; third vice-president, H. K. Smith of Redding; recording secretary, A. Olcovitch of Redlands, and secretary-treasurer, H. E. Strasser of San Diego.

Among the subjects to be discussed at the convention are fire prevention, fire administration, latest approved methods of extinguishing fires and other subjects of interest to firemen.

Oceanside Forms New Fire Company

Thirty-three active residents of Oceanside, L. I., N. Y., organized a fire company to be known as the Southside Hose Company No. 2. This company will form a unit of the Oceanside fire department and will be equipped with a spare combination hose and chemical truck which was formerly held in reserve.

Piqua, Ohio, Constructing Station—Work is progressing rapidly on the new fire station for Piqua, Ohio.

Control Board Installed in Franklin, Pa.—A new Gamewell fire alarm control board has been installed in Franklin, Pa.

Olympia, Wash., Not to Answer Outside Calls—The fire apparatus of Olympia, Wash., will not answer calls from places outside of the city limits.

Springdale, N. C., Installs Fire Alarm System—Boxes have been installed about Springdale, N. C., which operate a siren to call out the volunteer fire department.

Waltman, Minn., Has New Apparatus—Members of the Waltman, Minn., department went to Luverne to the factory of the W. S. Nott Co., and drove back their new fire apparatus.

Those Who Attended the Chiefs' Convention

HONORARY (ACTIVE)

Cummings, W. P., Atlanta, Ga.
Case, I. H., New York City, N. Y.
Shepperd, Frederick, N. Y. City, N. Y.
Stevens, Jay W., San Francisco, Cal.

ACTIVE CHIEFS AND FIRE MARSHALS

BRITISH COLUMBIA

Murphy, Wm., North Vancouver.
Raymond, J. W., Ocean Falls.
Raymer, Frank, Point Gray.
Gardiner, D., Powell River.
Macdonald, D. H., Prince Rupert.
Carlisle, J. H., Vancouver.
Clark, W. E., South Vancouver.

DOMINION OF CANADA

Smart, James, Calgary, Alta.
Russel, W., Toronto, Ont.
James, W T., Hamilton, Ont.
Tessier, A., Hull, Quebec.
Armstrong, James, Kingston, Ont.
Hardy, W., Lethbridge, Alta.
Jenner, C. E., London, Ont.
Gauthier, R., Montreal, Que.
Burnett, Robt., Ottawa.
Heath, Thos. E., Saskatoon, Sask.
Hemmingway, W. W., Dist. N. Van.

TERRITORY OF HAWAII

Thurston, C. H., Honolulu.

ALABAMA

Hill, L. B., Bessemer.
Akin, J. L., Birmingham.

ARKANSAS

Winkelman, C. W., Fayetteville.
Brewster, A. E., Pine Bluff.

CALIFORNIA

Steinmetz, W. T., Alameda.
Riley, J. T., Albany.
Haggerty, J., Berkeley.
Canfield, Lloyd B., Beverly Hills.
Carlson, Emil, Brea.
Watkins, C. D., Calipatria.
Tovee, C. E., Chico.
Zimmerman, G. E., Coronado.
Pritchard, W. W., Dixson.
McDill, J. F., Dunsmuir.
McConnell, C. K., El Segundo.
Hinds, W. A., El Cerrito.
Baird, Thos., Fresno.
Davis, Roy R., Fullerton.
Lankford, A. H., Glendale.
Kendall, C. E., Hanford.
Hibbets, Byron C., Hermosa Beach.
Hathaway, B. C., Huntington Pk.
Vorous, Edward M., Lincoln.
Stark, E. H., Lodi.
Minter, W. S., Long Beach.
Scott, Ralph J., Los Angeles.
Nolan, W. J., Mare Island.
Sinex, E. L., Montecito.
Demezzi, Edw., Mountain View.
Crocker, F. W., Newport Beach.
Clemo, Wm., Palo Alto.
Adams, R. S., Petaluma.
Culver, W. E., Piedmont.
Scudero, Charles, Pittsburg.
Ward, Thomas, Red Bluff.
Steinhauer, E., Redding.
Green, H., Redlands.
Ryan, Mark, Redwood City.
Gillingham, J. W., Reedley.
Cooper, W. P., Richmond.
Kerner, L. P., Jr., Rio Vista
Hutchinson, J C., Riverside.
Schneider, Joseph, Riverside.
Schumaker, E. C., Ross.
Dunphy, M. J., Sacramento.
Cartwright, C. H., San Anselmo.
Scovel, Frank D., San Bernardino.
Wheeler, E. J., San Carlos.
Almgren, Louis, San Diego.
Rice, E. B., San Fernando.
Anfenger, M. B., San Francisco.
Murphy, Thos. R., San Francisco.
Stevens, Jay W., San Francisco, Honorary Life.
Wilson, H. J., San Francisco.
Johnson, M. C., Los Angeles County
Plummer, Chas., San Jose.
Bormann, Geo., San Leandro.
Morris, H. F., San Mateo.
Mohr, W. J., Santa Monica.
Schneider, D. N., San Rafael.
Cooley, A. H., Santa Barbara.
Kelley, Earl L., Signal Hill.
Wilson, William, Taft.
Hannebrink, B. F., Torrance.
Lundahl, C. V., Turlock.
Noonan, D. J., Vallejo.
Artale, Joseph, Vernon.
Williams, H. G., Visalia.
Hazeman, Geo., Woodland.

COLORADO

McCartin, P. D., Colorado Springs.
Healy, John F., Denver.
Ball, M. S., Florence.
Hynes, J. S., Grand Junction.

CONNECTICUT

Fitzgerald, T. J., Nangatuck.
Heitman, H. H., Waterbury.

DELAWARE

Lutz, Wm. J., Wilmington.

FLORIDA

Cody, John L., Fort Lauderdale.
Mims, R. E., Ft. Pierce.
Beville, E. F., Gainesville.
MacMillan, Hubert R., Jacksonville.
Stephenson, J. S., Miami Beach.
Holton, J. B., Tampa.
Dean, W. M., Orlando.
Sadler, A. P., West Palm Beach.
Townsend, C. P., St. Augustine.
McNulty, J. T., St. Petersburg.

GEORGIA

Brosnan, D. W., Albany.
Cody, W. H., Atlanta.
Kennedy, John B., Augusta.
Copland, D. P., Columbus.
Powell, J. J., Griffin.

IDAHO

Foster, W. A., Boise.
Gillette, H. C., Caldwell.
Bounds, S. O., Lewiston.
Nielson, E. N., Malad.
Smith, Carl, Moscow.
Lessinger, L. T., Nampa.
Canfield, A. B., Pocatello.
Cumming, W. P., Atlanta, Honorary Life.
Boyd, J. C., Wallace.

IOWA

Cotter, James, Council Bluffs.
Denger, Peter, Davenport.
Fisher, Joe W., Dubuque.
Kellogg, Geo. M., Sioux City.
Tiller, Ray, Waterloo.

ILLINOIS

McAuliffe, Frank C., Chicago.
Seyferlich, Arthur R., Chicago.
Hofstetter, A N., Evanston.
Royce, C. W., Joliet.
Herring, Albert, Murphysboro.
Jaeckel, Julius F., Pekin.
Funderburk, W. H., Springfield.
Gamber, John G., Springfield.
Fay, Thos., Urbana.
O'Farrell, Sars, Waukegan.

INDIANA

Alford, Chas. G., Anderson.
Newton, A., E. Chicago.
Stahlhut, John C., Ft. Wayne.
Hutsell, J. A., Indianapolis.
Bauman, Irvin C., Michigan City.
Potts, Marshall, Mishawaka.
McCabe, Archie, Muncie.
Knoblock, R. A., South Bend.
Lampman, C. C., Whiting.

KANSAS

Smith, Earl, Liberal.
Noble, P. L., Manhattan.
Moore, F. P., Newton.
Stout, H. A., Hutchinson.

LOUISIANA

Bogen, A. A., Baton Rouge.
Miles, J W, Crowly
Evans, John M, New Orleans
Flores, S J., Shreveport.

MARYLAND

Hoenicka, R. C., Cumberland.

MASSACHUSETTS

McCarthy, Charles L., Worcester.

MICHIGAN

DeMay, S. J., Detroit.
Price, Edward, Flint.
Mottesheard, R. E., Fordson.
Delfs, Hugo, Lansing.
Schaller, Frank J., Port Huron.
Giasson, Geo. F., Wyandotte.

MINNESOTA

Cyr, Anthony, Chisholm.
Clark, L. H., Cloquet.
Hansen, S. H., Duluth.
Ringer, C. W., Minneapolis.
Cudmore, W. E., Rochester.
Lecher, Thos., St. Cloud.
Dunn, O. C., St. Paul.
Quist, N. F., Virginia.

MISSISSIPPI

Maxwell, R. W., Clarksdale.
McDonald, L. F., Jackson.
Partin, W. F. C., Meridan.

MISSOURI

Regan, H. G., St. Joseph.
Alt, Charles St. Louis.
O'Donnell, Jas. T., St Louis.

MONTANA

Alvord, F. D., Glasgow
Cranney, J. T, Missoula.

NEBRASKA

Hansen, Louis, Lincoln.
Dineen, M. J., Omaha

NORTH CAROLINA

Whitener, H. E., Hickory.

NORTH DAKOTA

Sutherland, J. W., Fargo.

NEW HAMPSHIRE

Green, W. C., Concord.
Smith, James E., Nashua.
Sargent, Fred M., Sunapee.

NEVADA

Shaber, W. R., Sparks.
Krenkel, F. C., Winnemucca.

NEW JERSEY

McLaughlin, Wm. S., Bayonne.
Carter, Peter B, Collingswood.
Ingold, Wm. F., Edgewater.
Gerstung, August, Elizabeth.
Ziegler, William, Hackensack.
Davis, E. N. C. E., Haddon Hts.
Callahan, Andrew T., Harrison.
Chamberlain, Robt., Hillside.
Gilday, John J., Hoboken.
Boyle, Roger, Jersey City.
Pierce, K. F., Kearney.
Clevenger, Joseph, Long Branch.
Gibbs, J., Montclair
McAllister, E. H., Moorestown.
Coyle, Thomas, Patterson.
Asay, Joseph B., Red Bank.
O'Neill, William, Weehawken.
Decker, Fred C., Westfield.
Beckert, Ernest G., West New York
McGrill, Jerry, Trenton.

NEW YORK

McCarren, James J., Brooklyn.
Hedden, Geo. W., Buffalo.
Boettger, R. E., Eggertsville.
Fisher, C G A., Ellenville.
Rice, Edward A., Freeport.
Seeley, W. M., Middletown.
Booth, Geo. W., New York City.
Kenlon, John, New York City
McFarland, Michael, N. Y. City.
McKenna, John J., New York City.
Shepperd, Frederick, N. Y. City, Honorary Life.
Case, I. H., New York City, Honorary Life.
McCullough, J. A., Port Chester.
Coombs, Chas. S., Syracuse.
Sullivan, J. N., Utica.
Mulcahey, Jas. J., Yonkers.

OKLAHOMA

Lowder, Levi, Muskogee.
Goff, Geo. B., Oklahoma City.
Nikkel, C. L., Weatherford.

OREGON

Kielblock, A. C., Albany.
Baughman, C. J., Ashland.
Grabner, F. H., Baker.
Carlon, Thos. W., Bend.
Massart, J. J., Bend.
Graham, T. R., Corvallis.
Kelly, R. B., Dallas.
Nusbaum, W. E., Eugene.
Ross, E. L., Forest Grove.
Thompson, C. E., Hubbard.
Volstorff, J. F., Hood River.
Morgan, L. G., Hood River.
Wood, Geo. H., Independence.
Ambrose, Keith, Klamath Falls.
Murchison, Chas. O., Le Grande.
Arzner, Wm., Lakeview.
Gilson, Robert Leroy, Lebanon.
Lecocq, Henry J., Marshfield.
Pearson, Ivan L., McMinnville.
Mullan, C. C., Milwaukie.
Loomis, L. A., North Bend.
Scharbach, Emil P., Mt. Angel.
Ringold, W. E., Pendleton.
Holden, Lee G., Portland.
Pomeroy, H. H., Portland.
Fletcher, James M. Jr., Roseburg.
Hutton, Harry, Salem.
Henrys, L. C., Seaside.
Starr, E. L., Silverton.
Coates, Thos., Tillamook.
Smith, E. L., Vernonia.
Foster, Chas. E., Astoria.

PENNSYLVANIA

Davis, Ross B., Philadelphia.
Smith, Richard L., Pittsburg.
Rohland, Geo. C., West Newton.
Wallace, Robt., Wilkinsburg.

RHODE ISLAND

Almond, Thomas, Central Falls.
Young, D. F., Cranston.
Charlesworth, Frank Providence.
Cote, A. J., Woonsocket.
Patt, I. F., Ex-chief, Newport.

SOUTH CAROLINA

Behrens, Louis, Charleston.
Wells, H. B., Newberry.

SOUTH DAKOTA

Sloan, W. A., Sioux Falls.

TEXAS

Sullivan, John T, El Paso.
Ferguson, S., Fort Worth.
Ollre, C. J., Houston.
Sarran, J. G., San Antonio.

TENNESSEE

Moore, J. T., Memphis.
Weaver, J. W., Nashville.

UTAH

Knight, W. S., Salt Lake City.

VIRGINIA

Joynes, W. H., Richmond.

WASHINGTON

Stearns, Frank E., Bellingham.
Lent, S. B., Bremerton.
Wilcox, Fred B, Centralia.
Kuehner, E. C., Chehalis.
Marshall, John, Cle Elum.
Spalding, Martin, Goldendale.
Miller, G. P., Kelso.
Clarke, H. H., Longview.
Schlanser, Joe, Mt. Vernon.
Groce, W. A., Olympia.
Shewmaker, H. D., Olympia.
Wolverton, C. A., Port Angeles.
Mason, A. D., Prosser.
Bashaw, Horace, Pullman.
Treese, E. J., Raymond.
Wood, Joe, Renton.
Ropes, W. E., Sedro Woolley.
Mantor, Geo. M., Seattle.
Weeks, A. L., Spokane.
Carlson, C. E., Tacoma.
Preston, F. B., Vancouver.
Jenkins, Dallas, Wenatchee.
Hawkins, H. E., Yakima.

WEST VIRGINIA

Doolittle, Ralph F., Fairmont.

WISCONSIN

McGillan, Geo. P., Appleton.
Welsh, Jas. P., Eau Claire.
McGlachlin, F. G., LaCrosse.
Steinkellner, Peter, Milwaukie.
Trotter, Wm. R., Sheboygan.
Burbach, Peter H., West Alice.

WYOMING

Hiestand, Oscar, Casper.

The Best Equipment on WHEELS is usually on FRENCH & HECHT WHEELS

THE leading makes of chemical fire engines are equipped with French & Hecht Steel Wheels. Leading makes of wheeled equipment in all industries are invariably equipped with French & Hecht Wheels.

French & Hecht Steel Wheels for fire engines, hose carts, barrel carts, trucks, wheelbarrows and all other wheeled equipment are lighter and stronger. These wheels are made in large quantities in the most efficient factory in America specializing in steel wheels.

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Each spoke is forged in the hub while hot, forming a head on the inside and a shoulder on the outside, similar to a boiler rivet.

The spokes are expanded in the rim with shoulders on the inside and the ends are riveted on the outside.

There can be no other Steel Wheels like French & Hecht because the essential features of construction are exclusively French & Hecht.

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DAVENPORT, IOWA SPRINGFIELD, OHIO

FRENCH & HECHT

STEEL WHEELS

FIRE DEPARTMENT ACTIVITIES

Siren Installed at Exeter, N. H.—A fire alarm whistle operated by compressed air has been installed at Exeter, N. H.

Stratford, Conn., to Purchase Apparatus—Plans are being made by Stratford, Conn., for the purchase of new fire apparatus.

Donora, Pa., to Purchase Equipment—A fund is being raised in Donora, Pa., for the purchase of fire equipment.

Geneva, N. Y., Awaits Apparatus—Geneva, N. Y., is expecting delivery of its Seagrave hook and ladder truck.

DeFuniak, Fla., Receives New Apparatus—A new pumper, costing $13,000, has been delivered to De Funiak, Fla.

Decatur, Ind., Receives Stutz Pumper—A 1,000-gallon Stutz pumper has been delivered to Decatur, Ind.

Port Jefferson, N. Y., Erects New Station—Construction has started on the new fire station for Port Jefferson, N. Y.

Auburn, Neb., has Chemical Car—A combination chemical and hose car has been delivered to Auburn, Neb.

Chief Storey of Harriman, Tenn., Resigns—Chief F. L. Storey of Harriman, Tenn., has resigned from the department.

Haddonfield, N. J., Ousts Department—In the interests of economy, the mayor of Haddonfield, N. J., has fired its paid fire department and established a volunteer organization.

Portsmouth, O., May Purchase Pumper—The city council of Portsmouth, Ohio, is planning the purchase of a pumper. Robert Leedom is chief of the department.

Newport, R. I., May Erect Station—Mayor Sullivan and the Board of Aldermen of Newport, R. I., are planning the construction of a new fire station.

Eleven Firemen Injured in Alameda, Cal.—According to the annual report of Chief Walter T. Steinmetz of Alameda, Cal., eleven firemen were injured last year in the course of duty.

Dunnellon, Fla., Purchases Pumper—A 500-gallon Boyer triple combination pumper has been purchased by Dunnellon, Fla. It is equipped with chemical tanks.

Station Completed in Asheville, N. C.—A new fire station and a drill tower has been completed in Asheville, N. C. Together with the grounds, the station costs $60,000.

Public Inspects Orangeburg, S. C., Station—Upon the invitation of Chief G. H. Fischer, the public had an opportunity to inspect the new fire station of Orangeburg, S. C.

Anaconda, Mont., to Purchase Seagrave Pumper—The city council of Anaconda, Mont., has approved the purchase of a Seagrave pumper for $12,500.

Washington Firemen Meet in Chehalis—The fifth annual meeting of the Washington firemen was held in Chehalis, Wash. Discussions were held on the subjects of ventilation, salvage, hose, fire alarm systems, electrical hazards and inter-city ventilation.

Lancaster, Pa., Reconstructs Hose Wagons—The two combination wagons of Lancaster, Pa., are being reconstructed so that each will have a 500-gallon pumper. The work is being done at a cost of less than $2,000 each.

Newark, Wash., to Extend Fire District—Chief Luis Ruschin is considering extending the fire district of Newark, Wash. With the new equipment the city will be in a position to aid nearby communities.

Firemen Lead as Borrowers—According to a banker's report, examination of several thousand loans to working men and women show that firemen lead in the number of loans among the men with telephone operators leading among the women.

Prevent Fires, Rather Than Fight Them—The U. S. Chamber of Commerce has adopted as its line of tactics the principle that the time of firemen can be better utilized by preventing fires instead of fighting them.

Ft. Wayne, Ind., to Erect New Station—A new fire station will be erected in Ft. Wayne, Ind., and funds for the improvement have been included in the budget of the department. Provisions will also be made for the purchase of a new service truck.

Against Removal of Fresno Fire Station—A number of protests have been filed against the removal of Fire Station No. 1. With the removal of this station, it is claimed, the fire protection of W. Fresno will be lessened.

Chiefs of Berkeley, Cal., Change Uniforms—Chief George Haggerty and the two assistant chiefs of Berkeley, Cal., are now wearing the new style uniform with the lapel coat. Differences in rank are designated by the white cap and gold buttons.

Firemen Harvest for Farmer—When a farmer near Rising Sun, Pa., was injured by falling from a load of hay, neighbors and members of the fire department did the harvesting for him. This is another service for volunteer firemen.

Chicago, Ill., Considers New System—Commissioner Goodrich of Chicago, Ill., ordered the supervising engineer of the department to make a survey that may result in a new fire alarm system for the city.

St. Petersburg, Fla., Pension Board Meet—The first meeting of the pension board of St. Petersburg, Fla., was held in the office of the mayor with Chief McNulty and other city officials present. It was decided to start the allotment of firemen's salaries on the next pay day.

Addison, Mich., to Purchase Apparatus—The village council of Addison, Mich., approved the plan to purchase a three tank chemical truck from the Boyer Fire Apparatus Co. A number of the rural people have subscribed to the purchase of the apparatus.

Chief Russell of Kalamazoo, Mich., Married—Chief Charles H. Russell, for forty-three years a member of the Kalamazoo, Mich., Fire Department, married Miss Alice R. Cave, recently. Chief Russell was formerly state firemen's association president.

Utah Firemen Hold Convention—The twentieth annual convention of the Utah State Firemen's Association was held in Springville. The convention closed with a tournament and Tooele was awarded the silver cup permanently in the hose coupling contest. The Tooele department was judged the best appearing department in the parade.

Des Moines Proposes New Building Code—Extensive fire limits have been outlined in the proposed building code of Des Moines, Ia. Walls must be of masonry with a minimum thickness of eight inches and roofs must be of an approved fireproof material. Tall buildings must be provided with sprinkler systems and standpipes.

Club Features to be Used in Chicago Stations—Following a visit to Detroit, one of the fire commissioners of Chicago proposes to install club features in all of the fire stations within the city. A station to be erected on North Franklin street will be the first to be constructed along the new lines. It will have showers, lounge and reading rooms. Two other stations are contemplated for early erection.

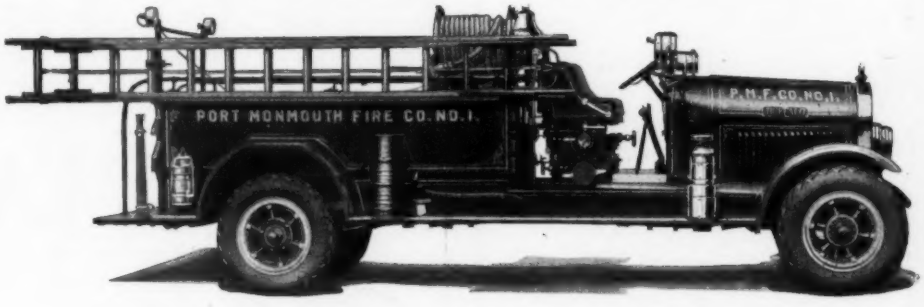
Against Using Firemen for Painters—Considerable discussion took place in the Providence, R. I., official chambers concerning the employment of members of the fire department to paint the city fire stations. It is the intention of the city to continue this practice, but the painters' union drew up resolutions protesting against this, which were handed to the mayor, to the city council and the superintendent of buildings.

Offer Made to Supply Fire Boat Service—H. O. Foss, of the Foss Launch Company, has offered to equip, maintain and man a fireboat for Tacoma, Wash., for one year for the city. Under the privately owned fire boat plan, the cost of maintenance would be $75 a day, with a crew ready to answer calls at all times. Two Diesel engines would furnish the driving power for the boat; plans call for pumps with combined capacity of six thousand gallons a minute.

Deputy Chief of Braintree, Mass., Dead—Frank O. Whitmarsh, for more than fifty years a member of the Braintree, Mass., department and for forty years sergeant-at-arms of the Massachusetts Fire Chief's Club, died at his home in East Braintree at the age of seventy. He sustained a shock while attending the April meeting of that organization in Boston and while he recovered momentarily, he had been failing in health since then. He has held the position of sergeant-at-arms since the organization was established.

"Millionaire" Fire Chief at Portland, Ore.—Percy Hoyt of Cheyenne, Wyo., known as the "millionaire" fire chief, attended the convention of the I. A. F. C., at Portland. He had organized a department in the early days when the city lacked fire protection, and later, when the department lacked money, he financed the organization. As many of the chiefs realize, Mr. Hoyt did not become a millionaire from his fire department activities. He had extensive ranch holdings and oil was discovered on his lands. Mr. Hoyt came to Portland in his private car and had in his party Jack Cahell, present chief of Cheyenne, Chief Healy of Denver, Battalion Chief McInery of Denver and Chief Sam Short of Oakland, Cal.

Buffalo Type 50



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Worcester Alarm Signal

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New York, 50 Church St. Phila., 411 Bulletin Bldg.

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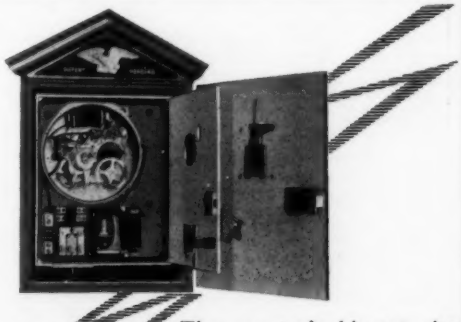

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The country's biggest cities—the country's biggest factories choose H-S fire alarm equipment because of its dependability and never failing operation. Back of "H-S" is a group of engineers with years of experience in designing, building and installing fire alarm equipment that never yet has failed to more than make good on the confidence placed in it. Before you buy write for bulletins and all facts.

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DEPT. G., MOLINE, ILLINOIS
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Traffic Signal Equipment Fire Alarm and Police Signal Equipment
Complete Signalling Equipment for Municipalities. Complete Installations.

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HIGH PRESSURE

Service

NOTE—

The positive waste value.

All operating threads are dry, being above the stuffing-box.

No toggles, no small, quick-wearing parts.

All moving parts are bronze or bronze-bushed.

The outside casing permits replacing a two-way standpipe with a steamer and two-way standpipe without digging up the ground.

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readily adapts them to new grades.

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CAST IRON PIPE
(Sand-Cast or "Sand-Spun")
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Keenly alert. Ready at any hour of the day or night to protect both fire alarm system and operators. That is the service rendered by VAC-M Arresters—the arresters based upon a principle that is unequaled.

Type No. 4. Single line protector

VAC-M Arresters

are economical, easy to install and incomparably efficient.

The National Electric Specialty Co.
Toledo, Ohio

C. A. M.

The Greatest of All Fire Apparatus Sirens

Unconditionally Guaranteed

See our page ad in last issue

C. A. M. Manufacturing Co.
802 Humboldt Bank Bldg., San Francisco, Cal.

YOUR LUNGS
are important to you.

You cannot burn or irritate them by smoke, gas or flame if you wear a

DONTFEAR

Smoke and Fume Respirator

Price $5. With airtight goggles and 5 extra canisters $7.50.
Send for descriptive catalogue.

Gibbs-Wahlert Mask Co.
Station G, Box 168, New York, N. Y.

6 Patented Features

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Thorough Weather Protection
Erick Sirens do not clog up. Snow and ice cannot enter and stop sounding rotor. Completely protected and sheltered from outside influences.

Features That Prove Supremacy

Instant Alarm
Every telephone is a fire alarm station, permitting operator to sound alarm instantly, giving your fire department a chance to get the jump on the fire.

Universal Sound Projector
The Erick Sound Rotor and Deflector is built to instantly send a Fire Alarm.

Our Free Trial offer is made in all sincerity. We welcome your inquiry.

ERICK ELECTRIC SIREN CO.
STATE AND FILLMORE AVE., ST. PAUL, MINN.

PROPOSED IMPROVEMENTS

Newington, Hartford Co., Conn.—Plans are under way for the construction of a fire station by the Newington Volunteer Fire Department at cost of about $15,000 to $20,000.

Safety Harbor, Pinellas Co., Fla.—City recently purchased an American-LaFrance pumper for the fire department here.

North Attleboro, Bristol Co., Mass.—Site being sought for the erection of a new fire station.

Holbrook, Norfolk Co., Mass.—Finance committee approved request of Chief M. L. Coulter for the purchase of a piece of apparatus for the Central Fire Station to be used for fighting forest fires as well as fires in the city.

Manchester, Hillsborough Co., N. H.—Board of Fire Commissioners considering the purchase of a piece of apparatus for the fire department. Charles H. French, Chief Fire Dept.

Summit, Union Co., N. J.—Common Council considering re-chasing hose threads to that of the National Standard.

Hillside, Union Co., N. J.—Site chosen for the erection of a new station for the fire department.

Freehold, Monmouth Co, N. J.—Howell Township Fire Co. No. 1 to erect a new fire station in the near future.

Long Branch, Monmouth Co., N. J.—New fire station to be erected here shortly.

Eddystone, Delaware Co., Penn.—Committee investigating various types of apparatus with view of purchasing equipment for the local fire department.

Seattle, King Co., Wash.—City purchased site at Second Ave. and Main St. for the erection of a new fire headquarters.

West Liberty, Ohio Co., W. Va.—Fire department raising funds for the purchase of additional fire apparatus. Wilson W. Beall, Chief.

Huntsville, Madison Co., Ala.—Fire insurance underwriters here urged city council to erect another fire station and install a complete fire alarm system.

Lawrenceville, Lawrence Co., Ill.—Plans are being made for the securing of new fire fighting equipment.

Midland, Alleghany Co., Md.—Citizens Fire Truck Committee making plans for the purchase of a new piece of apparatus for the Midland Fire Company. Joseph G. Robertson, Pres., of the fire company.

St. Paul, Ramsey Co., Minn.—Reports state that fire alarm system here inadequate and that plans are being made to improve it. New equipment for the fire department may also be purchased.

Linden, Union Co., N. J.—Plans are being discussed for the erection of a new fire station here. F. T. Miller, Chief of Fire Dept.

Clementon Heights, Camden Co., N. J.—A fire company was formed here known as the Eagle Fire Company with John Reitz, as chief.

Ronkonkoma, Suffolk Co., N. Y.—Fire department has raised funds for the purchase of a new chassis. Address the Fire Chief.

Dayton, Montgomery Co., Ohio—The towns of Shiloh, North Riverside and Fairview are making plans for the organization of a new volunteer fire department.

Swissvale, Allegheny Co., Pa.—City purchased 500 ft. 2½-inch hose from the Fabric Fire Hose Co. at $1.30 per foot.

Olympia, Thurston Co., Wash.—Fire Chief W. Jay Kingsley recommended in his budget, the purchase of a pumper, a hook and ladder truck, a chiefs car, and a chassis for squad wagon; and $3,000 for fire alarm system.

Dawson, Fayette Co., Pa.—Plans completed for raising funds for the purchase of a new community fire engine.

Sheffield, Warren Co., Pa.—Plans and specifications completed for a new piece of fire apparatus. Bids are to be invited shortly.

Slatington, Lehigh Co., Pa.—Borough Council considering the purchase of a piece of apparatus for the fire department. Abner Boyer, Chief.

Wheeling, Ohio Co., W. Va.—Fire Chief Edward McGranahan requested a new central fire headquarters, a new Wooddale fire station and an aerial fire truck in the 1928 budget.

Canonsburg, Washington Co., Pa.—Funds being raised by the fire department for the purchase of a pumper.

Allentown, Lehigh Co., Pa.—Keystone Fire Co. plans completed for the erection of a new fire station. Robert W. Kurtz, President.

Fresno, Cal.—A committee will be appointed at a meeting of the Fink-Smith District Improvement Association to meet with the officials to discuss additional fire protection for West Fresno.

Bingham (P. O. Name Bingham Canyon), Salt Lake Co., Utah—Town Board considering various types of fire alarm systems.

Chicago, Cook Co., Ill.—Survey to be made for the improvements in the fire alarm system. It is estimated that 6,000 more call boxes are needed, according to reports.

Anaconda, Deerlodge Co., Mont.—Special meeting to be held shortly to discuss purchase of fire fighting equipment. Lena Hansen, City Clerk.

New Haven, Conn.—Contract for the erection of the proposed new fire house will be awarded in the near future. Estimated cost $35,000.

Ramsey, Bergen Co., N. J.—Reports state Borough Council voted to appropriate $12,000 for new fire apparatus. F. Wm. Gortzen, Mayor.

Laurel Springs, Camden Co., N. J.—At the coming fall election the question of appropriating $4,200 for the purchase of chemical apparatus for the local fire department.

Pitman, Gloucester Co., N. J.—City Council passed an ordinance appropriating $11,000 for the purchase of a hook and ladder truck.

Newfane, Niagara Co., N. Y.—Town Board to purchase fire equipment for the new fire district, according to reports.

Princess Anne, Somerset Co., Md.—Department to raise funds for purchase of apparatus for rural use and general fire department equipment.

Waukegan, Lake Co., Ill.—The erection of two new fire stations is being considered by city officials.

Carriers Mills, Saline Co., Ill.—Douglas Tanner, Mayor, writes they will be in the market shortly for fire fighting equipment.

Kennebunk, York Co., Maine.—By authority given him at a special town meeting, Oliver E. Curtis has appointed a committee of citizens to discuss purchase of modern pumper. From reports, no definite action has yet been taken.

CONVENTION DATES

Aug. 24-26—VIRGINIA STATE FIREMEN'S ASSOCIATION. 41st Annual Convention and Tournament, Alexandria, Va. Secretary, E. K. Landis, Pulaski, Va.

Aug. 24-27—CALIFORNIA STATE FIREMEN'S ASSOCIATION. Annual Convention, Stockton, Cal. Secretary-Treasurer, H. E. Strasser, 1171 Tenth Street, San Diego, Cal.

Sept. 5-7—COLORADO STATE FIREMEN'S ASSOCIATION. 11th Annual Convention and Tournament, Longmont, Col. Secretary, Clinton Turnbull, 303 Jacobson Bldg., Denver, Col.

Sept. 7—DELAWARE STATE FIREMEN'S ASSOCIATION. 7th Annual Conference, Rehoboth Beach, Del. Secretary, Sam H. Carson, Dover, Del.

Sept. 7-8—MISSOURI STATE FIRE CHIEFS' ASSOCIATION. 5th Annual Convention, Kirksville, Mo. Secretary, District Chief J. T. Lynch, Kansas City, Mo.

Sept. 7-8—MISSOURI ASSOCIATION OF FIRE FIGHTERS. 2nd Annual Convention, Kirksville, Mo. Secretary M. J. Mulvoy, 3500 S. Grand Boulevard, St. Louis, Mo.

Sept. 12-14—ARKANSAS STATE FIREMEN'S ASSOCIATION. Annual Convention, Russellville, Ark. Secretary, H. D. Compton, Little Rock, Ark.

Sept. 13-15—ILLINOIS FIREMEN'S ASSOCIATION. 40th Annual Convention, Jacksonville, Ill. Secretary, Roy A. Alsip, Champaign, Ill.

Sept. 13-15—MASSACHUSETTS STATE FIREMEN'S ASSOCIATION. Annual Convention, Salem, Mass. Secretary, D. J. Looney, 1046 Old South Bldg., Boston, Mass.

Sept. 20-21—IOWA STATE FIREMEN'S ASSOCIATION. 50th Annual Convention and Anniversary, Emmetsburg, Ia. Secretary E. E. Parsons, Marion, Ia.

Sept. 22-24—NEW JERSEY STATE FIREMEN'S ASSOCIATION. 50th Annual Convention and Anniversary, Atlantic City, N. J. Secretary, William Exall, Chamber of Commerce Bldg., Newark, N. J.

Sept. 23—NEW JERSEY STATE FIRE CHIEFS' ASSOCIATION. Annual Meeting, Atlantic City, N. J. Secretary, Fred A. Trowbridge, 17 South Street, Morristown, N. J.

Oct. 4-6—PENNSYLVANIA STATE FIREMEN'S ASSOCIATION. Annual Convention, Shamokin, Pa. Secretary, Charles F. Clark, 411 Bellevue Avenue, Wayne, Pa.

OCT. 17-19—KANSAS STATE FIREMEN'S ASSOCIATION. Fortieth annual convention, Kansas City, Kans. K. D. Doyle, secretary, Wamego, Kans.

Oct. 11-13—RAILWAY FIRE PROTECTION ASSOCIATION. 14th Annual Meeting, Detroit, Mich. Secretary, R. R. Hackett, Baltimore and Ohio R. R., Baltimore, Md.

Oct. 17-19—KANSAS STATE ASSOCIATION OF FIRE CHIEFS. Eleventh annual meeting, Kansas City, Kans. Secretary, K. D. Doyle, Wamego, Kans.

May 7-10, 1928—NATIONAL FIRE PROTECTION ASSOCIATION (International). 32nd Annual Meeting, Atlantic City, N. J. Secretary, Franklin H. Wentworth, 40 Central Street, Boston, Mass.

New Trade Literature Received

The following literature descriptive of up-to-date methods and equipment for fire departments, has just been issued for general distribution, and can be procured by writing to the concern mentioned. Those desiring additional trade literature in which they are interested can use our regular "Information for Buyers" page, listed in the Advertising Index.

Magirus Fire Appliance Co., Indianapolis, Ind.—Thirty page catalogue describing the Magirus line of apparatus.

Murray Rubber Co., Trenton, N. J.—Fourteen page illustrated booklet on this brand of fire hose.

The Gamewell Co., Newton Upper Falls, Mass.—"Your Fire Alarm System," a thirty-two page illustrated booklet describing fire alarm system installations.

Ahrens-Fox Fire Engine Co., Cincinnati, O.—"Civic Needs," a thirty-four page booklet, illustrated, describing the advance in the fire department of Cincinnati and some of the Ahrens-Fox equipment.

Mine Safety Appliances Co., Pittsburgh, Pa.—Colored illustrated folder showing the H-H Inhalator and how it can be successfully used to fight carbon monoxide poisoning. A number of newspaper clippings are reproduced to show the application of the H-H Inhalator to fire department work, and some of the duties to which the apparatus has been put.

Chief Gillen Heads Wisconsin Firemen

Chief George Gillen of Racine, Wis., was elected president of the Wisconsin Paid Firemen's Association at the annual convention held in Fond du Lac.

The other newly elected officers include Chief Arthur Rond of Two Rivers, vice president; Hugh Corcoran of Superior, secretary and Chief William Schultz of Sheboygan, re-elected treasurer.

Next year the association will meet in Racine. Another bid for the gathering was placed by Kenosha.

Mayer Contributed to Campbell Fund—Louis B. Mayer of the Metro-Goldwyn-Mayer Company, producers of the "Fire Brigade," has sent a check for $500 to be used for the David Campbell memorial fund. Mr. Mayer is an honorary member of the International Association of Fire Chiefs.

FALSE ALARMS

CAUSE FOR TROUBLE

The captain of an outlying company had received complaints from his men as to the quality of the soup served for dinner, and he decided to investigate.

He went to the kitchen with one of the complainants to learn the cause. As each of the men stationed there contributed to the cost of having the meals prepared, it was imperative that there should be no dissatisfaction.

After tasting the liquid in the pot, the captain said, "I can't see why you men grumble. This is really excellent soup."

"We wouldn't grumble, sir," said the fireman, "if the fellow that made this stuff would only call this soup. He says it's coffee."

THE START OF ARSON

He was a sad young man, standing at the side of his rather delapidated Ford which had stalled on the highway.

"Can you spare me some gasoline?" he asked of the first motorist that chanced to approach him.

"Yes," said the motorist, "I can spare you some gasoline."

"I shall want quite a bit of gasoline," continued the one with the stalled Ford.

"All right, I can give you quite a bit."

"In fact," went on the young man, "I shall want all the gasoline you have." He looked at the contents of the motorist's tank and appeared contented. Then a devilish smile swept over his face.

"Now," he said, "will you help me carry it over here and pour it on my car? And by the way, have you a match?"

PROUD OF HIS CITY

A member of the New York fire department paid a visit to a friend of his who was an officer in a small third-class city in the mid-West. The officer felt that it was incumbent upon him to show the New York fireman some of the sights in the locality.

Standing in front of one of the large buildings of the western city, the officer said, "That's quite a large building, isn't it?"

"Yes, it is," answered the fireman, "but we have a lot just like it in New York."

The officer became tired at hearing his friend condemn the western city, and so he replied, "Yes, I suppose you have. This one happens to be the lunatic asylum."

Don't blame the department for placing the fire alarm poles so near the curb. Those poles never hit a auto except in self defense.

PREPARED

Wearily the fireman from Company 6 wended his way from the gay party to his home where his dutiful wife was waiting to receive him. Her keen eye soon detected something.

"What does this powder on your sleeve mean," she said.

With a feeling of helplessness he replied, "Trouble, my dear, trouble."

HE SHOULD BE CAREFUL

With a loud piercing shriek, the roaring fire apparatus approached the cross roads on the way to a fire. Without any warning whatsoever, a fair motorist took a sudden notion to beat the oncoming apparatus to the corner. The motorcycle policeman who was parked near the billboard, started in pursuit immediately.

After an exciting chase, he was finally able to make the girl stop.

"Look here," shouted the cop as he reached for his pencil, "I almost broke my neck trying to catch up with you around them curves."

Undauntedly the fair damsel replied, "I hope this teaches you not to chase after every pretty girl that you see."

A SAFE METHOD

Isn't it strange how the world progresses? It is possible, among other things, to train to be a fireman by the correspondence school method. Some of the men at headquarters were discussing the new trend of events.

"Well," said one, "if I feel tired and don't want to go to the school where they are studying for the lieutenant's examination, I just don't go." Then turning to one of the others he asked, "You can't do that if you take a correspondence school course?"

"Maybe not. But you can always send them an empty envelope."

THE MAIN PIPE

When the new shift arrived one evening at the fire station, one of the company was surprised to see that his friend, a member of the off-shift, was absent.

"Where's Tom?" he asked of the man at the desk.

"Tom's in the hospital—some one stepped on his pipe."

The friend was surprised at this. "I don't see how that would make Tom go to the hospital."

"Can't eh," replied the desk man," "it was his windpipe."

NEW CAUSE FOR ALARM

A new kind of firebug caused four pieces of apparatus to rush to the home of a resident of Indianapolis, Ind. There was no fire, but a lightning bug was flying around a downstairs room of the house and caused some one to turn in an alarm.

HE AIMED HIGH

With his feet perched on his desk, the chief was snoring in his office on the second floor of the station. But his pleasant dreams were rudely broken up by a timid knocking on the door, and after being invited to come in, a fireman entered, hat in hand.

"Please sir, can I have a week off in which to get married?"

"Why you little weasel," roared the chief, "what girl would marry a nincompoop like you?"

"Your daughter, sir."

SUMMER BOARDERS

A Warren, R. I., woman had summer boarders. She had many summer boarders, so many that she believed that the time had come to take some drastic step to get rid of them. She purchased some sulphur, ignited it, bade the visitors a fond adieu, and closed the doors and the windows.

A policeman seeing smoke coming from the house called the volunteer fire department. Donning a smoke mask, the chief entered and extinguished the sulphur.

What with the weather, the interference from the police and fire departments, and the sulphur, it was a tough day for the bed bugs.

CROOKED ARTISTS

Tickets were being sold for the seventh annual ball of the fire department. The income would be used, as in the past, to support the volunteer department.

A fireman approached a resident and tried to sell him a ticket.

"I wouldn't go to a fireman's dance—too many crooks at them dances."

"Crooks?" questioned the fireman.

"Yep. I went to your dance last year and one of them slick crooks stole my pants and hung weights on my suspenders so I wouldn't miss the pants until later in the evening. No sir, I don't go to any more firemen's dances."

NO WORK, NO PAY

The plant chief finally reached the stage where he believed that in the cause of fire prevention, he was worth more money to the company.

He called upon the works manager and after a discussion at which personal feelings were not spared, the plant fire chief shouted, "I won't work for the salary you pay me."

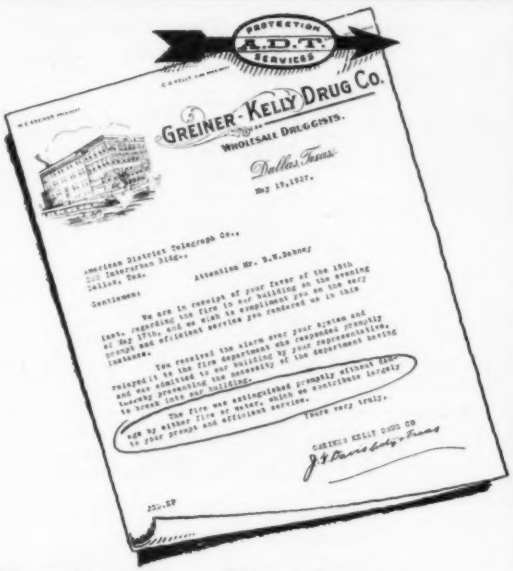
"Well," remarked the manager, "you don't now."

NOT THOUGHT OF

Keysport had an unusually large fire. It was a conflagration, according to the front page story in the local newspaper. But although a great deal of space was given over to the account of the fire, the chief felt that he did not receive the proper share of the publicity. The chief was a blunt, outspoken man. He called the reporter to his office and without wasting many words, told him just what he thought of the write-up and how the story should be written.

"——and furthermore, my courage has never been questioned," continued the chief.

The reporter was not of the cub variety—he was seasoned in the game. "Questioned?" he asked with a show of surprise. "Hell, it ain't never been mentioned."



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Ratio of loss to insurable value of property protected is 4/100ths of 1%.

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PROVE *their value*

Chief Zumwatt of Pierre, S. D., says "Two years ago we purchased fifteen of your No. 101 12 x 18 'Shuredry' salvage covers and am pleased to say they are very satisfactory covers.

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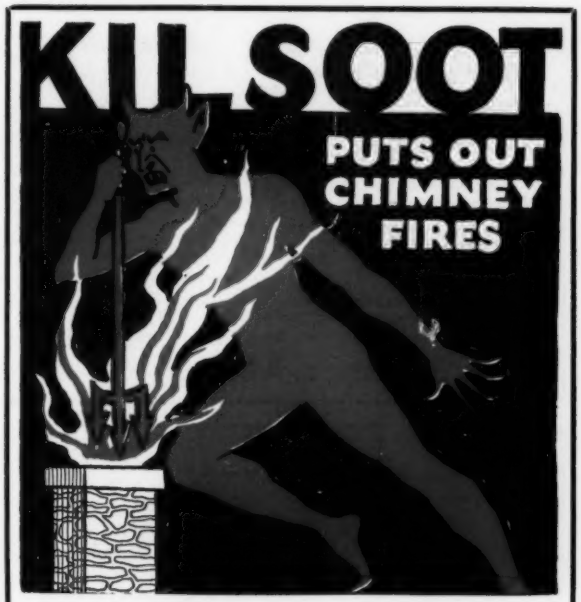

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We repeat our offer to send liberal samples and full details regarding this remarkable chemical product—gladly furnished upon request.

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for we can lick the best of them in 15 minutes. We send a man with two packages and he brings back one. One package KilSoot has done the job."
Chief Ticknor, Warrensburgh, N. Y.

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Chief Taggart, Asbury Park, N. J.

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Chief Brookins, Norwich, N. Y.

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Chief Eidemiller, West Milton, Ohio.

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Chief Crandelmire, Brownville, Me.

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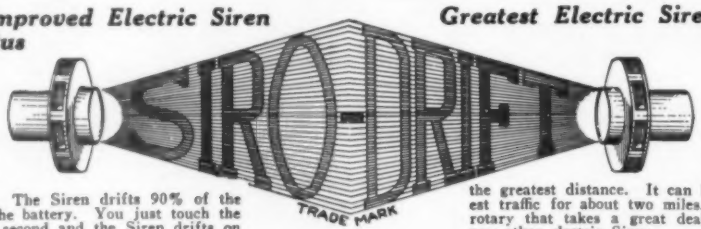
SIRO-DRIFT

A Siren that will operate on one-tenth of the battery juice of any other electric Siren of its size. The Siren drifts 90% of the time without the aid of the battery. You just touch the Siren button for one-half second and the Siren drifts on for two or three minutes.

One-half second of current, applied means ten seconds running without any current, with plenty of noise—or two to three minutes at a slower rate of speed.



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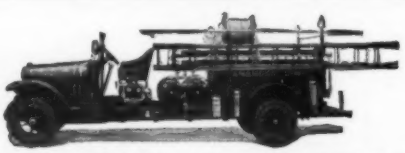

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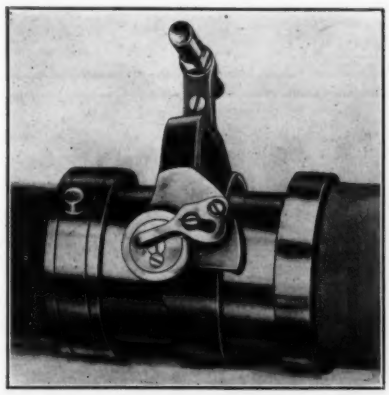

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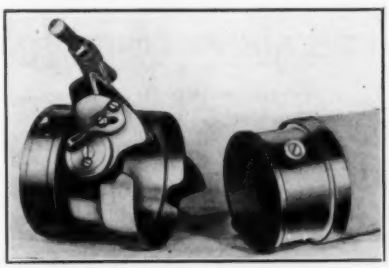

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This page is a feature of every issue to make it convenient for you to get all this information without cost to you and without placing you under any obligation whatever to buy from any particular manufacturer.

You only have to run down the list of equipment and mail in the coupon below with your name and address and the numbers that indicate what you are interested in and we will then have the leading manufacturers of this equipment send you complete information direct—so why not let us help you get what you want? We are glad to be of service. Help yourself.

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We can load from 25% to 33% more and when coupled with rocker lug couplings the Bi-Lateral hose makes an apparatus one to be proud of and as near perfect as possible to do quick and efficient service.

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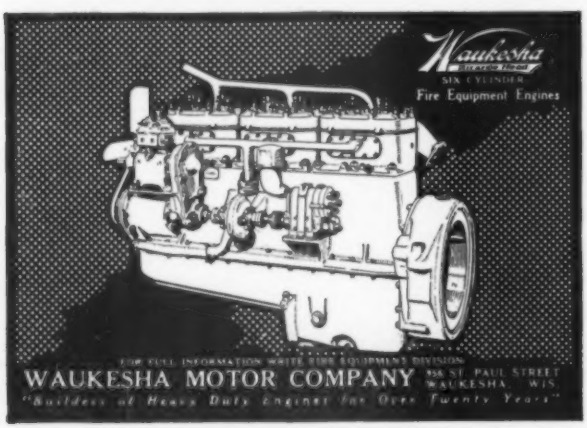

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Advertising Pays — in Fire Engineering

	PAGE
Ahrens-Fox Fire Engine Co.	885
American District Telegraph Co.	915
Bi-Lateral Fire Hose Co.	920
B. & M. Siren Mfg. Co.	916
Braxmar Co., C. G.	914
Buffalo Fire Appliance Corp.	913
C. A. M. Mfg. Co.	914
Carpenter Mfg. Co.	917
Clay, Inc., John H.	920
Clifton Mfg. Co.	920
Combination Ladder Co.	918
Darling Valve & Mfg. Co.	886
Decot Machine Works	920
Eastman Co., Samuel	920
Eddy Valve Co.	918
Erick Electric Siren Co.	914
Eureka Fire Hose Mfg. Co.	*Front Cover*
Everson-Ross Co.	916
Fabric Fire Hose Co.	*Back Cover*
Federal Electric Co.	*Inside Front Cover*
Firestone Tire & Rubber Co.	888
Foamite-Childs Corp.	887
French & Hecht	909
Fulton Bag and Cotton Mills	915
Gamewell Co.	890
Gibbs-Wahlert Mask Co.	914
Hahn Motor Truck Co.	920
Hale Fire Pump Co.	920
Harrington-Seaberg Corp.	913
Henderson-Ames Co.	918
Henderson & Co.	918
Information for Buyers	**919**
International Harvester Co.	916
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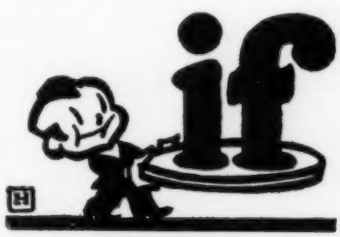

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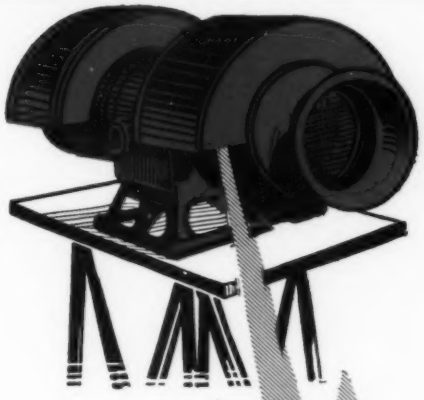

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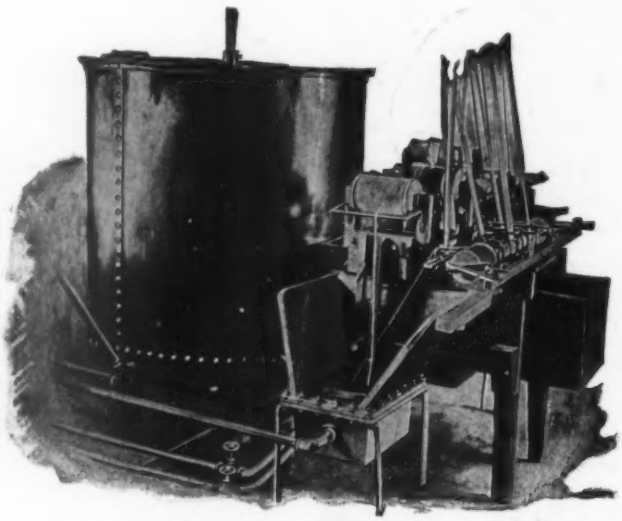

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